

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5609.

號一初月十年三十三緒光

WEDNESDAY, NOVEMBER 6, 1907.

三拜禮

號六月一十英港香

1830 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. NIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
YOKOHAMA. FORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 3 1/2 p.a.
" 6 " 3 " "
" 3 " 2 1/2 " "
TAKES TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$5,900,000
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$5,900,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2 1/2 per annum on daily balances and
accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent. per annum.
" 6 " 3 " "
" 3 " 2 1/2 " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Prussia).
2 Staatsbank.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Köln.
Bayerische Hypothek und Wechselbank,
München.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society).

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

HEAD OFFICE—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Moeroan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achen), Banjarmasin,
Correspondents at Macassar, Bombay, Colo-
mb, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.
On Current Account at the rate of 2 1/2 per
annum on the daily balances.
On Fixed Deposits: 12 months 4 1/2 per annum.
" 6 " 3 " "
" 3 " 2 1/2 " "
J. BOETTJE,
Manager.

16, Des Voeux Road Central. [19]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS \$11,750,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. NIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHANG.
LONDON. DALNY.
YOKOHAMA. FORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—
For 12 months 3 1/2 p.a.
" 6 " 3 " "
" 3 " 2 1/2 " "
TAKES TAKAMICHI,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$5,900,000
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$5,900,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2 1/2 per annum on daily balances and
accepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent. per annum.
" 6 " 3 " "
" 3 " 2 1/2 " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow
Kobe Peking Singapore Tientsin
Tientsin Tientsin Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Prussia).
2 Staatsbank.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Köln.
Bayerische Hypothek und Wechselbank,
München.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society).

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

HEAD OFFICE—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Moeroan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achen), Banjarmasin,
Correspondents at Macassar, Bombay, Colo-
mb, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.
On Current Account at the rate of 2 1/2 per
annum on the daily balances.
On Fixed Deposits: 12 months 4 1/2 per annum.
" 6 " 3 " "
" 3 " 2 1/2 " "
J. BOETTJE,
Manager.

16, Des Voeux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [20]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP
VIA SINGAPORE, PENANG,
COLOMBO, PORT SAID and
MARSEILLES
BORNEO About 6th Nov. } Freight and
Capt. G. W. Gordon, R.N.R. } Passage.
SHANGHAI, MOJI, KOBE & SYRIA About 10th Nov. } Freight and
Capt. D. C. Gregor, R.N.R. } Passage.
SHANGHAI About 15th Nov. } Freight and
Capt. R. A. Peters } Passage.
LONDON, &c., via usual Ports { ARCADIA 10th Nov. } See Special
of Call Capt. A. L. Valentini } Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 2nd November, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

GENUINE BARGAIN SALE.

ENLARGEMENT OF OUR

LADIES' DEPARTMENT.

WE ARE OFFERING OUR COMPLETE NEW SEASON'S DELIVERY OF

AUTUMN & WINTER GOODS

AT 25 % DISCOUNT, FOR CASH.

This affords a really excellent opportunity for Ladies to obtain absolutely NEW GOODS
at exceptionally low prices and much less than in London.

Stock comprises:—Large selection of latest styles in—HATS, COSTUMES, SKIRTS,
BLOUSES, COATS, HOSIERY, RUFFLES, BOOTS and SHOES, BELTS, UMBRELLAS,
&c., &c.

Sale Commences MONDAY, 4th NOVEMBER.

Closes 14th NOVEMBER.

LANE, CRAWFORD & CO. [25]

CHAMPAGNES, SHERRIES, PORTS.

MARSALAS AND MADEIRAS.

CLARETS.

BURGUNDIES.

HOCKS AND MOSELLES.

BRANDIES.

WHISKIES.

GINS.

LIQUEURS.

BITTERS.

ALES, BEERS AND STOUTS.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 31st October, 1907. [28]

HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 10th November.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " " " on the following day 5.00

" Single " 2.00

Popular Excursion Rates as above.

Children under 12 years Half-Price.

NO CHITS will be accepted, and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the
returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 4th November, 1907. [27]

Intimations.

One of the most prominent Medical men of

China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

LANE, CRAWFORD & CO.,

THE MUTUAL STORES,

and all its BRANCHES.

A. S. WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, and October, 1907. [30]

X THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PRUDER STREET, MADAME FLINT, MANAGERESS.

LADIES COME AND SEE 25,000 FRANCS WORTH OF
NEW GOODS.

OUR PRICES DEFY COMPETITION. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [545]

Hotels.

GO TO

CONNAUGHT HOTEL

and enjoy a musical hour. Sunday evenings.

DINNER 7.30 to 9.30 P.M.

Price - - \$1.25

Music by The Calcutta String Band. [749]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIE,
Manager. [266]

VICTORIA HOTEL, MACAO HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN), (TELEGRAMS—FARMER—MACAO).

SHAMEN, CANTON, MACAO, CHINA.

ON THE BRITISH CONSUL. IN THE CENTRE OF THE PRAIA GRANDE.

H. HAYNES, Manager. Capt. J. AUSTIN, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED

EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS. W. FARMER, Proprietor. [25]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER. [10]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd (At Dock).
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9.30 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,551 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,551 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from QUEEN'S STREET WHARF WEST, (except Mondays from DOUGLAS WHARF) and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain W. Reynell (In Dock).
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain S. Bell Smith.
 "NANNING," 1,588 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. Hotel Mansions, (First Floor), opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st October, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 5 DAYS.
 These steamers have Excellent Saloon Accommodation, and are lighted throughout by Electricity.
 THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO. BARRETTO & CO.,

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE

COMPAGNIE FRANÇAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The special, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG, Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN, Proprietor.

[703]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.3 ft. Water on blocks, 23.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[137]

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, SAMARA, BRISBANE, SYDNEY and MELBOURNE
 "PRINZ WALDEMAR" Capt. W. van Seuden THURSDAY, 5 P.M., 7th Nov., 1907.

YOKOHAMA and KOBE "PRINZ SIGISMUND" Capt. D. Lens About FRIDAY, the 15th Nov., 1907.

KUDAT and SANDAKAN "BORNEO" Capt. F. Sembill Beginning of Nov., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th November, 1907.

JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	Second half Nov.
TJIMAH	JAPAN	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIBODAS	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJIKINI	JAVA	First half Dec.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bill of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor, Hongkong, 24th October, 1907.

[13]

Dentist.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th Aug., 1904.

[130]

Dr. M. H. CHAUN, THE LATEST METHOD

of the AMERICAN SYSTEM OF DENTISTRY.

35, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

[131]

AIRSHIP OVER LONDON.

THE "NULLI SECUNDUS" CIRCLES ST. PAUL'S.

DESCENT AT SYDENHAM

"A MOST SUCCESSFUL EXPERIMENT."

The "Nulli Secundus," the great new military aerostat from the military balloon headquarters, ascended at Farnborough, Aldershot, before noon (Oct. 5), to carry out a further series of stability and endurance trials. The main object of the ascent was to ascertain how long the vessel could remain in the air and at work. The direction taken at the start was against the wind, which was blowing at the rate of about ten miles an hour. After executing a few curves to test the steering apparatus, the airship settled into a north easterly course. No declaration of its destination was made by Colonel Capper, who was steering, but it was an open secret that London was the objective.

The progress of the "Nulli Secundus" towards the metropolis was followed with keen interest by great crowds. At twenty-five minutes past twelve o'clock the airship was over St. Paul's at a low altitude, so low, in fact, that the passengers could be clearly distinguished, and the propellers on either side of the car could be seen revolving.

Thousands of interested spectators of the unusual scene followed the movements of the airship with keen excitement. Approaching St. Paul's the wind was behind the aerostat, but on reaching the Cathedral her course was changed, and she gracefully circled round the dome. After completing this revolution the airship sailed slowly in a westerly direction, against the wind, with the Union Jack fluttering from her stern.

When the airship was over the War Office manoeuvres were carried out, and traffic in the streets of the West-end from which the airship could be observed was almost brought to a standstill. Many roofs were occupied, and glasses were levelled at the vessel from all directions.

A SURPRISE FOR THE WAR OFFICE.

The visit of the airship came somewhat as a surprise to the authorities at the War Office, although it was known that it was in contemplation and might occur any day. Nearly all the staff of the War Office turned out to witness its flight, among the spectators being Sir Edward Ward, Sir William Nicholson, General Hadden, and Sir Charles Douglas, all members of the Army Council. They watched its movements with the greatest interest. The airship came low enough for the occupants to be discerned, and through a glass it was possible to see something of the working of the mechanism.

After making the circuit of St. Paul's the airship steered southwards and passed over a considerable portion of South London, where it rose to a considerable height. It then gradually moved round westwards. The airship also passed over Buckingham Palace and its grounds, and manoeuvred above the lawn on which the King occasionally holds reviews.

It is stated that the trip was a rehearsal of the visit to be paid on October 14, when his Majesty will inspect the aerostat.

LUNCHEON AT THE CRYSTAL PALACE.

The Nulli Secundus descended on the cycle track at the Crystal Palace at 2.15 p.m. precisely. It was observed for some time manoeuvring in the air, and aroused among visitors and the managing staff the greatest possible interest.

When it was seen that a descent was to be made in the grounds, a rush was made to the spot, and the occupants received a very warm welcome on landing. They were Colonel Capper (in charge), Lieutenant Waterlow, and Mr. Cody.

Mr. Stans, the manager of the Palace, asked the aerostat to luncheon, and the invitation was accepted. The invitation was conveyed by megaphone while the party were in the air.

We understand that the voyage from Aldershot was in every respect a great success. The airship answered readily to every movement of the steering wheel, and more than realised anticipation.

All the occupants expressed themselves highly satisfied with the behaviour of the ship. "It has been a most successful experiment," was the answer which they gave to all inquiries.

According to the Central News the Nulli Secundus is to remain at the Crystal Palace for the present, but will probably be taken back to Farnborough on Monday or Tuesday.

The airship was first seen approaching the Palace about half-past one by a number of people on the top of the North Tower. It could be seen manoeuvring over Battersea and Clapham Common, turning and twisting in several directions. By ten past two the airship had been manoeuvred closed to the North Tower of the Crystal Palace, round which it circled in fine fashion. The balloon then made off rapidly in the direction of Bromley, but when over the cycle track at the south end of the grounds it was brought to a stop and descended almost immediately in the middle of the grounds, the operation being performed so skillfully that the car was quite undamaged.

THE FIRST ASCENT.

It is just over three weeks—to be exact, on September 10—that the "Nulli Secundus," the first military airship or dirigible balloon, to be built in this country, made its initial ascent. It was at Farnborough, and, despite the secrecy which the authorities maintained as to the date on which the first voyage would be made, there was a large gathering of spectators to witness the success which crowned the efforts of Colonel Capper and his staff.

Since then several ascents—each more satisfactory than the previous one—have been made, improvements meantime being introduced, and to-day Colonel Capper has realised one of his great ambitions—to steer the airship to London.—*Pall Mall Gazette*.

Intimations.

A. CHAZALON & CO.,

6, Queen's Road Central, WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STOREKEEPERS

Just Unpacked.

BIRLEY PERKIN'S STOUT in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GROSEILLE, &c. VICHY, PERRIER, ROCHEMAURE

AND OTHER FRENCH MINERAL WATERS

ALSO Large Assortment of CANNED GOODS suitable for Picnic.

Hongkong, 15th May, 1907.

[194]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES. Hongkong, 7th March, 1907.

[154]

SWATOW DRAWN WORK COMPANY,

38, WELLINGTON STREET.

Dealers in all kind of HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c.,

all of the best quality; ALSO SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE LACES,

all from the best French patterns, HONGKONG and SWATOW.

Hongkong, 19th October, 1907.

[182]

To Let.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st November, 1907.

[166]

TO LET.

NO. 11, SEYMOUR ROAD. With possession from 1st December next.

Apply to—THE COMPADORE DEPARTMENT, Jardine, Matheson & Co., Ltd., Connaught Road Central. Hongkong, 22nd October, 1907.

[190]

TO LET.

NO. 38, CAINE ROAD. AUCTION ROOMS, No. 2, ZETLAND STREET.

NO. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—LEIGH & ORANGE, 1, Des Vaux Road. Hongkong, 16th October, 1907.

[122]

TO LET.

NO. 5, MORRISON HILL. ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—JARDINE, MATHESON & CO., LTD. Hongkong, 19th October, 1907.

[193]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—COMPADORE, Jardine & Co. Hongkong, 14th October, 1907.

[165]

TO LET.

HATHERLEIGH, Conduit Road. OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st November, 1907.

[168]

Intimations.

WM. POWELL, LTD.,
ALEXANDRA BUILDINGS.

Children's Outfitting Department.

OUR STOCK
is now replete with many Dainty Novelties.



USEFUL SERGE DRESSES

such as this are a speciality with us. Serviceable and yet stylish.



We always make a special study of children's coats. This sketch represents one of our numerous models.

WM. POWELL, LTD.,
HONGKONG.

Hongkong, 4th November, 1907.

Auction.

PUBLIC AUCTION.
THE Undermentioned have received instructions to sell by
PUBLIC AUCTION.
FOR ACCOUNT OF THE CONCERNED,
ON
FRIDAY,
the 8th November, 1907, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vieux Road,
corner of Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS.
Comprising—
IVORY CARVINGS, SILK-EMBROIDERED
HAND BAGS and MONEY
PURSES, MAKUZU VASES and BOWLS,
KINKOSAN SATSUMA VASES and IN-
CENSE BURNERS, BRASS and BRONZE
CARVED VASES and HOWLS, SILK-
EMBROIDERED SCREENS, MOTHER-
OF-PEARL INLAID SCREENS, ANTI-
MONY WARE, KAGA TEA SETS, &c., &c.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th November, 1907. 1974

For Sale.

HUMBER CYCLES.
THE BEST IN THE WORLD.

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDGEAR,
GEAR CASES AND DUNLOP TYRES.
From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38
years the name of the HUMBER has been
a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, D'ARQUILLER STREET and KOWLOON.
Hongkong, 10th July, 1907. 1467

JAPANESE CURIOS.

SELLING OFF AT COST PRICE
To 24th December.

A LARGE STOCK
OF

CHRISTMAS CARDS,
CALENDERS, TOYS,
JAPANESE DOLLS,
LANTERNS,

AND
CURIO BOXES

(ALL OF LATEST DESIGN AND PATTERN)

ALSO

TEA SETS,

SALBUM,

SATSUMA &

CLOISONNE WARE,

BRASS &

BRONZE WARE,

LACQUER WARE,

PICTURES & FRAMES,

SCREENS, &c., &c.

We take this opportunity of ton-
dering our thanks to all our custom-
ers for their valued support, and for
the many expressions of approval
received from patrons in every part
of the world during the past year.

NIKKO CO.,
No. 5, ARSENAL STREET,
HONGKONG.

Hongkong, 30th October, 1907. 1975

SERVANTS IN CHINA.

The *New York Times* prints this: An
American woman who has just returned from
a long sojourn in Foochow, China, where her
husband is an exporter, is the envy of her
housekeeping friends because of her immunity
from the domestic problem. She employs ten
servants, which is the equivalent of four in this
country, from a monetary point of view. All
are under the direction of a head house boy,
an important person in the Anglo-Saxon house-
hold on Chinese soil. This particular "boy"
is in the neighbourhood of fifty years old and
stands six feet two inches in his stockings. To
him are given the orders for the day. He in
turn transmits them to the cook, the second
house boy, the gardener, the gatekeeper and
the six coolies, as the case may be.

The house boy is a most resourceful crea-
ture. At a dinner party given by the American
woman one of the guests entered after the fifth
course had been served. The hostess signal-
led to the house boy to serve the man soup,
though she did it with much trepidation,
secretly expecting that there was any, left.
The house boy was gone an interminable time,
and the hostess got more and more nervous.
But he finally came in with a plate of soup
which was not the same as that first served.
When the party was over she asked the
reason. He said, "Soup all gone. Early
down road. Run get some!" With more
ambition than discretion, one of the coolies
had been sent to the house of a neighbour
who was entertaining. This trait, the American
woman said, is universal. The servants are not
dishonest, yet they will, without consulting any
one, lend everything from China and silverware
to food in case their coolie friends stand in
need of it for a function of any sort.

Her cook gets up the most beautiful diners
and all upon what is not much more than a
charcoal brazier. Thinking to lighten his
labours, the American woman bought a fine
stove of modern construction expecting the
addition to the culinary department to be re-
ceived with enthusiasm. Not at all. The Chi-
nese cook wouldn't look at it, and so it was
stored away, wrapped in oilcloth to prevent
rust, for in the rainy season in China iron and
steel will corrode within twenty-four hours.
(sic)

FIVE MEN A DAY.
Five meals a day seems an excess of good
living to the average American and somewhat
of a bore as well. Yet that is what the
American housewife in China must make up
her mind to. The first meal of the day is
taken in bed. It consists of a light repast of
coffee, fruit, mineral water and the like. This
is served by the house boy, who also prepares
the bath, lays out clothes for the day and
arranges things about the apartment. He
then retires, and when breakfast is served at 6
o'clock in the dining room greets his master
and mistress with the utmost ceremony.

Owing to the oppressive heat during the
middle of the day nearly every one rests. Tea
is served at 4 o'clock and consists of preserves,
sandwiches, cakes and tea. Dinner is formally
served at 8 o'clock. After this, (sic) on plea-
sant days, there is tennis or sport of some kind,
and each person has three chair coolies at com-
mand to carry him to the grounds in the chairs.
All these men wear white uniforms except for
some distinguishing colour to mark their dis-
tinctive households. The sensation of riding
in a chair, the American woman says, is not
dissimilar to that experienced in a baby-jumper
and is not unpleasant when one becomes
accustomed to it.

"The streets of Foochow are no more than
lanes," she said. "Just about wide enough for
two chairs to pass abreast. It is sometimes a
question where to disappear when a mandarin
approaches, for in such an event every one is
obliged to disappear off the earth. His out-
runners come tearing down the street, and
everybody, no matter who, must make way for
the dignity. It is sometimes necessary to
squeeze into a shop door, anywhere to get out
of the way."

WHEN SHOPPING.
"The pleasures of shopping are not alto-
gether the same as ours. There are no bargain
sales although a knowledge of bargaining is
absolutely indispensable when trading among
the almond-eyed Celestials. There are no
tempting displays of marked down goods, but
for all that it is possible to get handsome
gowns made by the native tailors which in
point of style equal those made in the States.
In Yokohama, for instance, I had a tailor gown
made which was so exquisitely finished that it
could easily have been worn with wrong side out,
and it cost only one-quarter the price I would
have had to pay for it here."

"Of course the best gowns are all imported
although the local tailors are very good. A
Chinese tailor will squat down on the floor and
sew all day long in this position. The imitative
faculty of the people comes into play admir-
ably in tailoring. If it is possible to give them a
fashion or a correct drawing of the article de-
sired they can copy it accurately, but if the
draftsman happens to be an amateur and
draws the lines crooked then the gown will
show his faults to a T. With their long fingers
and ugly nails they can shirr and tuck chiffon
as neatly as a woman devise some beautiful
garments."

"They love pretty things. I had just re-
ceived a large box of hats and gowns from Los
Angeles, and one day, entering my room un-
observed, I saw there my house boy with one
of my new hats on his head admiring it.

"Why hat out of box?" I inquired.
"Bug on it," he jokingly explained the house
boy, which showed that while his curiosity
might get him into trouble his quick wit would
always help him out."

"In the compound where I have there are,
besides the homes of the house servants, the
tea 'godowns' or warehouses, and the com-
pradore's house. The compradore is a
very important personage in all tea import-
ing firms. In fact, he is essential, a silent
partner, as it were, who acts as a middle man
between his people and the English merchant,
for the Chinese, especially those back in the

country, will not deal directly with the English.
My husband's compradore is a mandarin of
the third degree and a man of great intelligence
and superior education."

REVOLTING CUSTOMS.
But everything is not pleasant in China.
This American woman has seen, on a branch
of the Min River, near her home, dogs feeding
on the remains of dead babies, and there is a
sign on the bridge which reads:

"No female children allowed to be thrown
in this ditch."

Of the childhishness of the Orientals the
American woman had a curious example one
night when her family and every one in the
vicinity were aroused by the most fiendish and
terrible sounds imaginable. There were great
yelling and screaming and beating upon all
sorts and kinds of instruments, while chains
were dragging over the pavement to increase
the commotion. The Chinese were in a great
state of excitement, and perfectly livid from
fright. "Great dragon swallowing the moon!"
they cried.

It was an eclipse of the moon, and they sought
to avert what in their minds was a most terrible
calamity by the worst medley of sounds they
were capable of producing. When the moon
finally appeared round and full from the shadow
that had obstructed it they rejoiced greatly and
felt that their hideous noises had been the
salvation of the moon.

For Sale.

PAEST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. 154

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.00 per Bag

ex Factory.

SHAW, TOMES & Co.,

General Managers

Hongkong, 3rd October, 1907. 148

KUHN & KOMOR'S

ART CURIOS STORE

will be RE-OPENED on the 7th inst., at

No. 13, QUEEN'S ROAD

(under Connaught Hotel),

AND

A CLEARANCE SALE AT GREATLY

REDUCED PRICES

will be held to the END OF THIS MONTH.

INSPECTION CORDIALLY INVITED.

Hongkong, 2nd October, 1907. 1886

PATHE FRERES

PARIS.

CINEMATOGRAPHS

AND

FILMS.

NEW FILMS ARRIVE WEEKLY.

Price 43 cents (Straits Currency) per metre.

SOLE AGENTS FOR

The Straits, Burma, Java, Sumatra, Siam,

Hongkong, The Philippines, &c.

F. DREYFUS,

19, Stamford Road,

Singapore.

7761

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES,

AND

TOILET REQUISITES

FOR SALE.

12, D'ARQUILLER STREET,

HONGKONG.

Hongkong, 3rd September, 1907. 1800

A WONDERFUL DISCOVERY.

This is the great discovery of the most
genius and reliable of modern science, which
has been made by the scientific method, and
which has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method of curing
all diseases, and has been proved to be the most
reliable method of curing all diseases, and has
been proved to be the most reliable method of
curing all diseases, and has been proved to be
the most reliable method of curing all diseases,
and has been proved to be the most reliable
method of curing all diseases, and has been
proved to be the most reliable method

Intimation.



A. S. WATSON & CO., LIMITED.

E WATSON'S CELEBRATED BLEND.

VERY OLD LIQUEUR

SCOTCH WHISKY.

A PURE MALT WHISKY

GENUINE AGE VERY FINE

AND MELLOW.

Per Case - - \$15.00

A. S. WATSON & CO., LIMITED, WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 12th October, 1907.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOVEMBER 6, 1907.

TRADE-MARKS IN JAPAN.

A communication made to the Yokohama Board of Trade on the subject of the infringement of trade-marks in Japan, is reprinted in another column. The Patent Bureau announces its willingness to receive particulars for the information of the Bureau of all trade-marks which are still in use, and were in existence and used prior to the 1st July, 1899, when the Trade-mark Law came into effect. This is with a view to prevent the fraudulent registration of trade-marks, it being illegal, as the Bureau points out, to register a trade-mark used by another prior to the coming into operation of the Law and which still continues in use. The implication is that wherever the Bureau has information of the prior existence of such a trade-mark, it will refuse to register an imitation. If this be so, the Patent Bureau has taken up an entirely different attitude from that adopted a few years ago, observes the *Japan Chronicle*, which deals with the subject in an editorial. The writer proceeds: "The late Mr. Silver Hall, in his 'Manual of the Japanese Patent, Trade Marks and Designs Law,' published in 1901, quotes the clause referred to by the Patent Bureau, which includes among the trade-marks that cannot be registered: 'Those which are identical with, or similar to, trade-marks used by other persons before the present Law came into operation.' Mr. Hall then comments as follows:—

"Apparently this would prevent a foreign trader from registering a trade-mark similar to a foreign trade-mark previously known and used in Japan as distinguishing goods imported by him, but in several test cases, one of which was carried to the Supreme Court, in which the plaintiff B applied for the cancellation of a trade-mark registered by the defendant A on the ground that he, B, had used it for many years to distinguish goods of the same class which he had been in the habit of importing, and which were extensively known and used in Japan, it has been decided that no such protection against infringement of a trade-mark of this class can be granted, nor can it be recognised in any way, unless it has been actually registered in the Japanese Patent Bureau, and in fact the continued use of such a mark by B renders him liable to prosecution for infringing A's registered trade-mark."

"As there are many such trade-marks which were known and used in Japan by foreigners before they were entitled to claim registration, these decisions are of considerable importance, and emphasise the necessity of registering a foreign trade-mark before it becomes known and valuable in Japan."

"It would appear from this statement of the law by a gentleman who was one of the best-known patent agents in Japan that persons

who, as the result of the present suggestion, send in particulars of their trade-marks to the Patent Bureau will not be much better off than they were before. Moreover, in the majority of cases, it is too late. Many valuable trade-marks have already been registered by persons who had no right or title to them, and, as Mr. Hall says, if the original owners continue to use them they will be liable to prosecution. In the present stage the chief difficulty is with imitations of trade-marks that have been duly registered, for, as matters stand, the Courts interpret the Trade Mark and Patent Law according to the letter rather than the spirit. What seems to the foreigner a 'colourable imitation' is not so regarded by a Japanese Court, which interprets the words 'similar to' as if they were 'identical with.' The only remedy would seem to be an alteration of the law by which the term 'colourable imitation' or some equivalent will be inserted; in order that the Courts shall understand that a design which resembles another in everything save a few unimportant details must not because of those slight differences be permitted to evade the provisions of the Law against fraudulent imitation."

LOCAL AND GENERAL.

THE remanded case in which a junkman was charged with unlawful possession of sixty-seven bags of flour was concluded before Mr. C. A. D. Melbourne, at the Police Court, to-day. The flour, which was discovered on board defendant's junk, was supposed to have been stolen from some vessel in port. His Worship fined the accused \$100, the alternative being two months' imprisonment.

THE action brought by the Man Sang Loong firm against the Kwong Cheung Sang shop to recover \$185.90, being as to \$114.40 the price of 22 baskets of Tientsin pears, delivery of which was illegally taken by the defendants on September 18th, and as to the remaining sum of \$71.50, amount of the loss sustained by the plaintiffs, was concluded at the Supreme Court, yesterday. The plaintiff got a verdict for \$129.40 and costs.

ON several occasions this week complaints have been made to the police at the Central Station to the effect that private rickshaws left in the street overnight have been found to have been stripped of their brass fittings in the morning. A watch was kept which resulted in a capture being made last evening. The man arrested was Chan Kau, who said he was a bricklayer, residing at 28, Bridges Street. He was caught removing two brass hinges from a rickshaw, belonging to a shopkeeper at 16, Queen's Road Central. On being charged before Mr. F. A. Hazeldan, at the Police Court to-day, the accused was sent to goal for three weeks.

YESTERDAY afternoon, a tallyman employed by the Hongkong and Kowloon Wharf and Godown Company, saw one of the coolies tampering with one of the cases in the godowns. The tallyman watched further events. He saw the coolie raise the lid of the box and extract a bundle, which he carefully hid under some rubbish. His arrest and removal to Taim-sai Police Station followed. On examination the case was found to contain queue strings. This morning, Inspector Kerr charged the delinquent with the larceny of a bundle of queue strings. Accused admitted the charge, and Mr. Hazeldan sent him to prison for fifteen days with hard labour, and ordered him to be exhibited in the stocks for six hours.

A FORMOSAN camphor factory situated on a hill at Sankakuyu, near the defence line against the aborigines, has been suffering lately from raids by the savages. About 1,500 Formosan operatives are employed at the factory, and during the past few weeks four or five operatives have fallen into the hands of the aborigines, who after killing their victims carried away their heads. Owing to the fears of further raids by the aborigines, work at the camphor factory has been suspended, and all the operatives have withdrawn to Sankakuyu. On the 22nd ultimo a body of about 30 aborigines broke through the police cordon on the defence line, but were repulsed. Hard fighting continued for two days, and four policemen were killed.

PEOPLE in Hongkong will read the following paragraph from the *Nagasaki Press* of the 20th October with a good deal of sympathy:—It may interest foreign residents to know that the captain of the Ocean S.S. *Yokohama* has offered to take five men, nominally seamen, off the "beach" at this port. With one accord they have made excuses and declined the proffered situations. All have been here for some weeks and if they can find people to provide them with food and drink will probably remain here for some time to come! Residents may protect themselves against this particular men by refusing to furnish future applicants with money, and, if they wish to help deserving cases, instead give a card to be taken to the Seamen's Home with instructions that nothing is to be done for men who have declined reasonable offers of work.

FOURTY-TWO men were captured yesterday as the result of two gambling raids executed by the police in the Central district. The first attack was carried through at about four o'clock in the afternoon, by Police Constable Watt and a number of detectives. They boarded the steam launch *Douglas* and twenty-one men, who were highly interested in a game of Chinese poker, fell into their clutches. Chief Detective Inspector Hanson and Detective Sergeant O'Sullivan engineered the second raid, capturing the other twenty-one men at 38, Cochrane Street. The gambling paraphernalia and the black wood furniture in the house were seized. The accused were arraigned before Mr. C. A. D. Melbourne, at the Police Court, this morning, when the two ring leaders, in each case forfeited \$25 apiece, the remainder being ordered to pay \$2 per head.

S.S. "TAIWAN" SAFE.

ARRIVAL AT SAIGON.

H.M.S. "ASTREA" RECALLED BY WIRELESS. This morning the crew of H.M.S. *Astrea*, were busy taking in coal in proceed on a mission of mercy, and later in the afternoon the British cruiser steamed out of the harbour bound South to search for the now overdue steamer *Taiwan*, belonging to the King Fat S.S. Co. The *Taiwan* was on a voyage to Saigon. She cleared at the Harbour Office on the 25th October, and left on Saturday, the 26th ult. She had on board 500 Chinese emigrants bound for the French port and carried fifty-three of a crew all told, of whom six were Europeans.

The names of the Captain and officers are:—
J. D. Martin, Master.
H. Nelson, First Mate.
Fergusson, Second Mate.
Lightburn, Chief Engineer.
Young, Second Engineer.
Loutie, Third Engineer.

The *Taiwan* was carrying a cargo of 1,100 tons general merchandise besides 200 tons bunker coal. The steamer was last reported on Sunday 200 miles S.W. of Gap Rock.

All anxiety for the safety of the *Taiwan* is now removed. As we go to press news reaches us that the passenger steamer had arrived safely at Saigon. Fuch was the brief but joyful message received in Hongkong late this afternoon. We understand that a similar message was received by the Commodore, who, in the circumstance, has directed the recall of the *Astrea* by wireless telegraph.

A FAIR ALARM.

GAMBLING GAME AT WEST POINT UPSET.

A coolie came very near losing his life at West Point last night, as the result of a practical joke. Fortunately, however, he only sustained slight injuries which will keep him confined to bed for some days.

BETWEEN nine and ten o'clock last night a number of coolies, it appears, were gambling on the first floor of No. 23, Queen's Road West. The game had reached an interesting stage, when some person, who knew the game was in progress, rushed half way up the staircase and yelled: "Police are coming." Immediately there was confusion in the house. The gamblers rushed wildly all over the place, seeking means of escape. A few of the men made for the verandah and one or two succeeded in crossing to the adjoining building, but one cooler, Leung Fat by name, lost his footing in doing so, and fell to the street. When the excitement had subsided the police were called and the injured man, who suffered from nothing else than a sprained ankle, was removed to the Government Civil Hospital for treatment.

ST. VINCENT DE PAUL SOCIETY.

CHARITABLE BAZAAR.

The committee of the Society of St. Vincent de Paul are holding their annual bazaar on Sunday next, the 10th inst. This deserving charitable institution is long established in Hongkong and for the past fifty years has relied upon and obtained the assistance and patronage of the residents in the Colony on the occasion of the bazaar and fancy fair at the end of each year. It is mainly from the proceeds of this annual *franco file* that the Society have derived their funds wherewith to carry on their work for the relief of the indigent, the aged and the infirm.

From the statement of accounts for the year ended 31st September last, which we are requested to publish, it will best be seen how the funds have been expended in aid of the poor.

The statement of accounts from 1st October, 1906, to 30th September, 1907, is as follows:—

Balance in the Bank and on hand	\$2,172.72
Proceeds of St. Francis' Feast 11th	
November, 1906	2,264.46
Collection amongst members weekly meetings	65.85
Subscription from honorary members	145.00
Interest on fixed deposit and Savings Bank	70.89
Donations:—	
The Colonial Government	\$100.00
Mr. Jo Miguel Alves	10.00
J. Collaco (Bangkok)	30.00
Mrs. C. Danenberg	20.00
J. M. B. Machado	25.00
A. F. J. Soares	25.00
E. Figueiredo (Shaohai)	25.00
P. N. da Silva	12.00
Miss Ignes Mouricou	10.00
Anonymous	58.50
	410.50
	\$5,129.42

Weekly allowance to 36 families in tickets	\$ 986.10
Cash allowance to 32 families	771.40
Xmas and Easter allowances to 68 families	154.50
Xmas Souvenirs to poor children	30.00
Wanchai Hospital for medical attendance, medicine and funeral expenses	120.00
Allowance to Wanchai Convent under the care of the Italian Sisters	60.00
Home for the Aged and Infirm, Wanchai, under the care of the Italian Sisters	405.00
Cash allowance to destitutes	20.50
One passage to Saigon	35.00
PTW passages to Shanghai's adults and 3 children	43.00
Balance	2519.92
	\$5,129.42

MINISTERING CHILDREN'S LEAGUE.

HANDSOME RESULTS.

Mrs. May, the President of the Ministering Children's League, wishes specially to thank Mrs. Carter (M. C. L. secretary for the Peak), Mrs. Peter (secretary for Victoria), Mrs. Longridge (Kowloon secretary), the Misses Loureiro, Mrs. Tuxford and Mrs. Robson who kindly provided their own stalls; Mrs. George Hastings, Mrs. D'Ennerie, and the other ladies who gave such efficient and ready help at the other stalls; as well as the following firms and others who rendered generous and valuable assistance to the Bazaar:—

Messrs. Kelly & Walsh, A. S. Watson & Co., W. Powell, Ltd., Weissmann & Co., and Madame Flint for gratuitous supply of various articles; Messrs. Lane Crawford & Co. for supplying piano; the Electric Light Company; the *China Mail* for advertising and printing programme free of charge; the *Daily Press*, *South China Morning Post* and *Hongkong Telegraph* for advertising at reduced rates; Major Chapman and the Officers, Hongkong Volunteers, for loan of ground and hall; the Hongkong A.D.C.; Mr. Titcher for the loan of plants and palms; and Mr. Tooker and Mr. Wolfe of the Public Works Department who supervised the arranging of the ground.

Very grateful thanks are also due to Mrs. Somerset Playce, who arranged the Musical Tableaux which brought in a substantial sum; to Mr. H. W. Bird, who kindly arranged the scenery; and to Miss Gill for having organised such a successful children's entertainment.

The act results are \$5,300 which will be divided amongst the following charities:—
The Hildesheim Mission Blind School \$400.00
Victoria Home & Orphanage, Kowloon 400.00
Miss Johnston's Baxter Mission Schools 100.00
Diocesan Girls School 100.00
French Convent 100.00
Italian Convent 100.00
(Further donation to Italian Convent towards re-building their babies' quarters which have been condemned) 100.00
\$5,300.00

During the Cricket week there will be another performance of Tableaux.

CANTON DAY BY DAY.

RICE CROPS DAMAGED.

[From Our Own Correspondent.]

Canton, 5th November.
The rainfall of the 30th ultimo, as reported by a correspondent writing from the prefecture of Lo Ting, has done extensive damage to that locality. The rain had fallen so heavily that the water of the river there rose considerably to the height of over four *chang*. A large number of dwelling-houses has been under water for several days. From the present outlook the number of houses which have collapsed on account of this excessive rainfall is about a hundred.

Owing to heavy and continuous rainfall during the last few days, a large area of rice fields in the district of Fok Shan has been flooded, with the result that about sixty per cent of the rice crop there has been damaged.

PIRACY.

HO Tai, owner of a steam launch, has sent a report to H. E. the Viceroy stating that his vessel was pirated in the district of Heungshan by a number of pirates, who were on board another steam launch and had followed up his launch. As a result of an engagement between his launch and the pirates, four of his crew were killed. In reply, H. E. the Viceroy has given orders to the officials of the different guardboats which were lying at the time in the vicinity of the scene of the outrage, to the effect that the arrest of the bad characters concerned in this case is to be effected within ten days' time, or else the officials will be severely reprimanded.

CONSULAR VISIT.

This morning at ten o'clock, H. E. Viceroy Chang received the French Consul at this port.

CHEAPER FUEL.

A Fatsan correspondent states that from the present market reports the price of firewood in that town has fallen considerably owing to the large quantities imported from the districts along the North and West Rivers. One picul of wood is quoted at from three to four mace.

TO PREVENT SMUGGLING.

The Canton High Authorities have given instructions to the Brigadier General of Pskhol, Li-Chun, to despatch two more Chinese gunboats from Pskhol to cruise around the coast of the prefecture of Yumchow for the purpose of preventing the further smuggling of firearms and ammunition into the country.

THE fine Austrian cruiser *Kaiser Franz Josef* is making an enviable record for life saving during her present commission in these waters. It is only a few weeks ago that her gallant blue-jackets saved about a hundred people from an overturned passenger boat in Moji harbour, and now we learn from the *Chefoo Daily News* of the 24th inst. that on Monday morning last "a Chinese sailing sampan capsized about half a mile from the Austrian cruiser *Kaiser Franz Josef*", then at anchor in Chefoo harbour. The officer on duty noticed the accident and immediately a boat was lowered and sent in the rescue of the unfortunate victims who were struggling in the water. It was with considerable difficulty that the sampan was righted and all the men saved. Upon reaching the cruiser the Chinese were allowed to dry their clothes and the sampan was pumped empty. As soon as they had sufficiently recovered they proceeded on their way, thankful, no doubt, for their kindly treatment.

A COAL CONCESSION IN BORNEO.

INTERESTING CASE AT THE SUPREME COURT.

In the Summary Jurisdiction Court, this morning, Captain James Evans Watson, of 19, Robinson Road, Kowloon, brought an action against A. C. Macmillan and J. M. Donaldson Aiken, both residing at "The Albany," to recover the sum of \$1,000, being three months' wages from the 3rd March, 1907, at the rate of \$300 per month, and for board and lodging.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff. Mr. A. C. Holborow of Messrs. Deacon, Locker and Deacon, was for the first defendant. The writ for the second defendant was not served.

Mr. Grist stated that the plaintiff was a master mariner and the defendants mining engineers. In February last plaintiff was engaged by the defendants as a pilot on a monthly salary of £30, defendants undertaking to provide board and lodging. The defendants, Mr. Grist said, had not paid the plaintiff his salary or any part of it, nor had they provided him with board and lodging, or paid to him any sum for or on account of board and lodging. Plaintiff's salary was arranged in sterling, but in the allegation it was being treated in dollars so as to bring the matter within the jurisdiction of the Court.

His Lordship—Perhaps you are suing for more than you are entitled to. The dollar is higher.

Mr. Grist—Perhaps so, your Lordship, but that matter can be adjusted.

The defence, Mr. Grist observed, deny engaging the plaintiff, or that they undertook to provide him with board and lodging. It seemed that the defendants had an interest in a mining concession in Borneo. They tried to float a company in Hongkong, and in negotiating the business they found they required a master mariner to take charge of a lug boat to go down to Borneo, and also to act as pilot. Plaintiff was then engaged to do that work. Witnesses he would call to show that plaintiff was actually engaged by the defendants. The concession, he said, belonged to Macmillan, but it was in the name of Aiken. They were arranged to float a company in Hongkong and later they intended to sell the concession to the company.

Mr. F. Barretto, a partner of Messrs. Barretto and Company, spoke as to being told by the defendants of the engagement of a Capt. Watson.

Mr. Grist—Did they negotiate for the sale to you of the concession?

Witness—Yes.

Mr. Holborow, cross-examining:—This company that was going to be formed was not formed?—No.

You had trouble with them over it?—A settlement could not be arrived at and the matter dropped.

And you went so far as to take proceedings against them?—It was not taken by us. It was taken by Cheung Chiu-choi.

And he was a party to the same agreement, as you were?—Yes.

All correspondence in connection with the concession was addressed to Aiken?—Yes.

Are you prepared to swear that Macmillan said he was a partner in the concern?—Yes. I can give a little further and say that an agreement was made in Deacon's office.

Where did the conversation between you and Macmillan take place?—In my office.

Captain Watson, the plaintiff, spoke to being engaged by the defendants at the salary stated, to inspecting several launches for the defendants, and to engaging a Chinese engineer named Ah Hing at a salary of \$100 a month.

Mr. Holborow—When you met Mr. Macmillan you were out of a job?—Yes.

And didn't you ask him to use his influence with Sir Paul Chater to get you a job?—No, Sir. I don't do what I look for jobs myself. His influence with Sir Paul Chater was very small.

Did you ask him to get you a job?—Not that I am aware of. I had just come out from home and I was looking for a job.

At this time when you had this conversation you were very hard up?—No, Sir. I was never hard up in my life.

Not even when you are out of work?—Yes.

Have you a private income?—The reply was inaudible.

What are you drawing at the Fock Company now?—I don't think that is material to the case. I want to know!—It would take some time counting up.

But roughly?—Some months I draw less, some months I draw more. Last month I drew more, maybe this month I'll draw less. But it is never under £30.

Don't you think that the agreement should have been placed in writing?—I never had an agreement in my life. One was offered to me in this case, but I said it did not matter.

How was it that you did not ask for payment before?—I was waiting to make out a bill.

And you let the month slip by?—I had enough money to go on with.

Surely, a monthly salary is paid by the month?—Yes.

How was it you did not take proceedings before?—Aiken told me he would pay me. He had a credit check, he said, and could not put it into the bank as he had no account, and such like excuses, putting me off from day to day.

After that you said Macmillan dodged you?—I could not meet him.

When you made the agreement did you know the date when you were to leave for Borneo?—Well, in a fortnight, I thought.

Mr. Holborow submitted that the evidence of plaintiff being engaged by the defendants was not only uncorroborated, but unimpeachable. Business men, as the defendants undoubtedly were, would never have engaged a man to work for a concession which was not subscribed. The probability was that plaintiff was recommended for the job and he would have got it had the business gone through. It was absurd. Mr. Holborow concluded, that the defendants would have entered into an agreement to pay a man to keep a man—in Hongkong for an indefinite period, until the formation of the company.

Judgment was given for the plaintiff with costs.

BANK SHROFF ABSCONDED.

OVER \$10,000 SHORTAGE IN ACCOUNTS.

In Chinese mercantile circles this morning considerable excitement prevailed when it was learnt that a shroff employed in one of the leading foreign banks in Hongkong had absconded to Canton with a sum of over \$10,000. The Bank in question does not suffer by the disappearance of the shroff whose defalcations are probably covered by the bond provided by the Comptroller who is responsible for his employees.

A BARMAID'S SALARY.

CLAIM IN COURT.

A barmaid in the employ of the International Hotel sued M. Sternberg, the proprietor, at the Supreme Court, this morning, to recover the sum of \$55, the balance of one month's salary.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff, while Mr. F. X. d'Almada, e. Castro represented the defendant.

This action was fourth on the list, but Mr. d'Almada asked that it be heard first as one of the witnesses belonged to H.M.S. *Astrea*, which ship was leaving at noon to-day for Saigon, in search of the missing steamer *Taiwan*, and he did not expect her back for some time.

This was agreed upon and the witness, William Ascliffe, a stoker, was called to the stand. He was then examined by Mr. d'Almada.

Do you remember the 10th October?—Yes.

You remember going to the International Hotel?—At a quarter to seven in the evening.

What happened?—I ordered a port wine and lemon, and sat down to drink it. All of a sudden a barmaid named Marie started to argue the point with me. I told her to go away, which she did not do, but jumping up on a stool she slapped me on the eye with her hand. I turned round and laughed at her, whereupon she picked up a soldier's stick and struck me over the right eye, cutting it open. A stoker and a soldier took her away, and the mistress ordered her away.

She came back again to my table and started abusing me. I paid for my drink and left.

Did you hear Mrs. Sternberg tell her to go home?—Yes, Sir.

Mr. Grist—Who was the soldier sitting with her?—A soldier from the Middlesex Regiment.

Have you known him before?—No, Sir.

Never met him before?—No, Sir. I always come ashore alone.

How's that?—I don't keep company.

Is it because you are quarrelsome?—No, Sir.

Was the International the first public house you called at?—Yes.

Did you see any barmaids, except the plaintiff?—Yes, Sir.

How many?—Two more besides her.

Were they sitting at the same table?—No; one was behind the counter.

Did you call for a drink?—Yes, Sir.

Who brought it to you?—I went and fetched it myself.

And the plaintiff came and sat at your table?—No. The opposite table.

Did you call her a bad name?—No, Sir.

Then why should she strike you?—She started the argument.

What argument was that?—She said she did not want to speak to stokers and sailors of the Navy. She said her father court-marshalled men like us at one time.

She deliberately came over to quarrel with you?—Yes.

His Lordship—Was anything said to provoke her?—No, I never heard anything.

Lizzie Sternberg, the wife of the defendant, said that plaintiff was formerly in her employ. She entered witness's service in August and left on the 5th ult.

Mr. d'Almada—Did you ever warn her of her conduct?—Yes, after she had had a row with customers.

On the 5th October there was a row? Did you send her home?—Yes, I did. There were three rows that night. I told her to go home in order to keep the house quiet, as everyone was upset.

Did she go?—Yes, and returned with her husband. He himself could not keep her quiet.

When did she next return to the hotel?—That following afternoon at six o'clock and she made another row.

Did she and her husband call at your hotel later?—Yes, on Sunday morning. He asked me what I was going to do.

Did you discharge her?—No, I told her to go home only to quiet things.

Mr. Grist—What did you do when the soldier held her?—That was after she struck the sailor. When she struck the sailor I fainting.

How long were you unconscious?—I wasn't exactly unconscious. I felt bad for about two or three minutes and water had to be given me to come to.

Did she ask for her wages?—Yes, she did.

And you told her to go home?—Yes; but all this time she was working for the Criterion.

Mr. Grist submitted that plaintiff was justified in leaving the hotel. She had been insulted in the bar and she did not receive the protection from the hotel proprietor or his wife to which she was entitled.

His Lordship held that the defendant was

Telegrams.

[Rural].

The Impending Railway Strike.

London, 4th November.

The majority in favour of a strike, as shown by the ballot of the Amalgamated Society of Railway Servants, was 78,152 not 18,152, as reported yesterday.

86,925, out of 97,031, favoured a strike, and 8,773 opposed it; the rest did not vote. The result was announced at a mass meeting in the Albert Hall, at which 10,000 railway men were present.

Mr. Bell was enthusiastically received, and the meeting resolved to support any action the executive deemed necessary.

Later.

The Financial Situation.

The raising of the Bank rate to 6 per cent., and further engagements of gold in London for the United States of over \$3,000,000, making a total of \$32,225,000, has severely depressed the stock-markets in London, and if the demand continues the possibility of even an 8 per cent. Bank rate in London is anticipated.

The monetary stringency in America is so intense that even the New York Municipality is paying its employees in cheques, and the Steel Corporation has instructed its subsidiary branches, with a weekly pay roll of \$3,000,000 to pay only 20 per cent. in cash.

THE INFRINGEMENT OF FOREIGN TRADE MARKS.

The Yokohama Foreign Board of Trade has sent the following communication to the press:—References have lately been made in the European and American Press with regard to the infringement of foreign trade marks. The subject is one which has been under careful consideration and investigation by the Committee, and a circular was issued on the subject in June, special attention being then directed to the necessary methods of procedure in cases of infringement. The Committee has now been specially requested by Mr. Hisamoto, of the Patent Bureau, to make known as widely as possible its earnest desire to secure to every one the full protection accorded by the law. Many of the difficulties which have arisen are due to the neglect of foreign merchants and manufacturers in not registering their marks in Japan. The Bureau is thus unable to detect infringements, and in this way rights are registered which afterwards become the subject of dispute. According to the Trade-marks Law Article II., Clause No. 5, trade marks cannot be registered if they are identical with, or similar to, marks used by another before the operation of the Trade Mark Law which came into force on July 1, 1899, provided always that such trade marks have since continued in use. In order to prevent, as far as it may be possible, the difficulties arising from infringement of old-established trade marks, the Patent Bureau will be glad to receive particulars for its records of all trade marks which are still in use and were in existence and use prior to July 1, 1899. In this manner it is hoped to minimize the possibility of infringement, but success in this respect requires that all who value their trademark should assist by supplying the necessary particulars without delay. The Committee of the Yokohama Foreign Board of Trade is of opinion that this suggestion offered by Mr. Hisamoto, of the Patent Bureau, is of an extremely liberal character and hopes that it will receive the widest possible circulation by all who are in any way interested.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T.	100/11 1/2
Do. demand	2/0 15/16
Do. 4 months sight	2/0 15/16
France—Bank T.T.	250/11 1/2
America—Bank T.T.	250/11 1/2
Germany—Bank T.T.	250/11 1/2
India T.T.	250/11 1/2
Do. demand	155/1
Shanghai—Bank T.T.	74
Singapore T.T.	22 1/2 prem.
Japan—Bank T.T.	101 1/2
Java—Bank T.T.	125

4 months' sight L/C	100/11 1/2
6 months' sight L/C	100/11 1/2
30 days' sight San Francisco & New York	101 1/2
4 months' sight do.	101 1/2
30 days' sight Sydney and Melbourne	101 1/2
4 months' sight do.	101 1/2
6 months' sight do.	101 1/2
4 months' sight Germany	101 1/2
Bar Silver	28 1/2
Bank of England rate	250/11 1/2
Market rate	250/11 1/2
Bank of France	250/11 1/2
Sovereign	9/55

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	240/8/6
Old	240/9/0
Older	240/9/10
Oldest	240/10/0
Patna New	240/8/6
Old	240/9/0
Older	240/9/10
Oldest	240/10/0
Patna (Paper)	240/8/6

SHANGHAI RACES.

SECOND DAY'S RESULTS.

Further results of the second day's racing at Shanghai are appended:—
THE RACING STAKES.—Value, Tls. 250. Second pony, Tls. 75. If five or more starters, third pony, Tls. 50. For all China ponies that have never been raced previous to 1st January, 1907. Weight for inches as per scale. Winner, 5 lbs. extra. Ponies that have never been placed, allowed 5 lbs. Entrance, Tls. 5. One mile and a quarter.

Mr. Ring's Senfom (Vida) 1
Mr. G. H. Potts' Mongol King (Cumming) 2
Messrs. Oswald, Hunter and Burkill's Ravenshoe (Master) 3

Time—2.46 1/5.

THE LLAVA MIAU STAKES.—Value, Tls. 250. Second pony, Tls. 75. If five or more starters, third pony, Tls. 50. For all China ponies. Weight for inches as per scale. Winner, 5 lbs. extra. Ponies that have never been placed, allowed 5 lbs. Entrance, Tls. 5. One mile and three-quarters.

Mr. Henry Morris' Heathfield (Master) 1
Mr. John Peel's Quon (Johnstone) 2
Mr. G. H. Potts' Southern King (Cumming) 3

Time—3.52 3/5.

THE SYCEE STAKES.—Value, Tls. 250. Second pony, Tls. 75. If five or more starters, third pony, Tls. 50. For all China ponies. Weight for inches as per scale. Winner, 5 lbs. extra. Jockeys who have never won an official race allowed 5 lbs. Entrance, Tls. 5. One mile and a quarter.

Mr. Henry Morris' Lingfield (Master) 1
Uncle Charlie's Valda (Hayes) 2
Mr. Mellaw's St. Olaf (Johnstone) 3

Time—2.48 3/5.

THE SICCANEI STAKES.—Value, Tls. 250. Second pony, Tls. 75. If five or more starters, third pony, Tls. 50. For all China ponies. Weight for inches as per scale. Winner, 5 lbs. extra. Unplaced ponies at this meeting allowed 5 lbs. Entrance, Tls. 5. One mile and a quarter.

Mr. Huxey's Spring Rose (Master) 1
Mr. John Peel's Ard Patrick (Johnstone) 2
Mr. Quebec's Mystic (Vida) 3

Time—2.49.

THIRD DAY'S RESULTS.

THE TAIKOO CUP.—Presented by G. W. Swire, Esq. Second pony, Tls. 100. If five or more starters, third pony, Tls. 75. For all China ponies that have run at this meeting. Weight for inches as per scale. Winner of one race at this meeting, 5 lbs. extra; two or more races, 7 lbs. extra. Entrance, Tls. 5. Seven furlongs.

Uncle Charlie's Maryland (Hayes) 1
Mr. John Peel's Ard Patrick (Johnstone) 2
Mr. Keenick's Moonlight (Campbell) 3

Time—1.50.

THE YU-MATUNG CUP.—Value, Tls. 300. Second pony, Tls. 100. If five or more starters, third pony, Tls. 75. For all China ponies, being bona fide griffins at date of entry. Weight for inches as per scale. Entrance, Tls. 5. One mile and a quarter.

Mr. Mellaw's St. Olaf (Johnstone) 1
Mr. Ballin's Gemini (Schroff) 2
Mr. Henry Morris' Lingfield (Master) 3

Time—2.45.

THE COSMOPOLITAN CUP.—Value, Tls. 250. Second pony, Tls. 75. If five or more starters, third pony, Tls. 50. For all China ponies. Weight for inches as per scale. Winner at this meeting 5 lbs. extra. Unplaced ponies at this meeting allowed 5 lbs. Entrance, Tls. 5. One mile and three-quarters.

Mr. John Peel's Quon (Johnstone) 1
Mr. Marius's Argente (Vida) 2
Mr. Huxey's Glorious Rose (Master) 3

Time—3.53.

THE GRAND STAND STAKES.—Value, Tls. 250. Second pony, Tls. 75. If five or more starters, third pony, Tls. 50. For all China ponies being bona fide griffins at date of entry. Weight for inches as per scale. Winner of one race 5 lbs. extra; two or more races 7 lbs. extra. Jockeys who have never won an official race allowed 5 lbs. Entrance, Tls. 5. Three-quarters of a mile.

Mr. Fernando's Corrie (Lawrence) 1
Mr. Ballin's Gemini (Schroff) 2
Messrs. Toeg & Specie's Hunter (Wuillumier) 3

Time—1.32.

THE PARI MUTUEL CUP.—Value, Tls. 250. Second pony, Tls. 75. If five or more starters, third pony, Tls. 50. For all China ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Non-starters and winners at this meeting, 7 lbs. extra. Entrance, Tls. 5. One mile and a half.

Mr. G. H. Potts' Mongol King (Cumming) 1
Mr. John Peel's Ard Patrick (Johnstone) 2
Messrs. Oswald, Hunter and Burkill's Ravenshoe (Master) 3

Time—3.23.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 6th at 12.0 p.m. The barometer has risen considerably in E. Japan, and fallen slightly on the E. and N.E. coasts of China.

The observations from the Boon islands indicate the existence of a depression to the Southwest of the Group.

A high pressure area lies over the Sea of Japan.

Gradients are moderate to slight in the South, and fresh monsoon is expected to prevail in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, moderate to fair.
2.—Formosa Channel, N.E. winds, fresh.
3.—South coast of China between Hongkong and Lamoch, same as No. 2.
4.—South coast of China between Hongkong and Hainan, same as No. 2.

JAPAN'S GOLD MOVEMENTS.

BALANCE-SHEET WITH FOREIGN COUNTRIES.

We have already given at some length the results of the investigation which has been made by the Department of Finance as to the inflow and outflow of specie during last year outside the regular trade channels. A summary of these results may now be given. From the investigation the movement of specie is computed as follows:—

Specie received Y453,687,075
paid out 276,082,139

Excess of receipts Y177,604,936
The Department then proceeds to add the excess of exports over imports, which amounted to Y4,970,000, and comes to the conclusion that the total of specie which found its way into the country during 1906 over and above outgoings amounted to Y182,575,000. More over, the output of gold bullion in Japan for the same year is estimated at Y5,400,000, and therefore, according to the Department, the increase of specie during the year amounted to Y187,975,000. The inflow and outflow of specie are classified as follows:—

INFLUX OF SPECIE.

Freight on Japanese ships Y14,466,856
Premiums from abroad received by Japanese insurance companies 1,179,555
Expenditure of foreign visitors 37,638,246
Remittances, etc., of Japanese abroad 10,947,851
Business profit made abroad 4,328,679
Investments by foreigners 59,930,000
Government foreign loan fund brought in 295,500,000
Other Government funds called in 6,051,741
Profit from articles imported to be manufactured 1,002,000
Investments abroad called in 143,000
Money paid by foreign insurance companies 795,393

Y453,687,075

EFFLUX OF SPECIE.

Freight on foreign ships Y741,491
Expenditure abroad of Japanese ships and shipping companies 8,161,552
Expenditure of Japanese abroad 7,654,399
Profit of foreigners from enterprises in Japan 10,934,134
Paid for foreign newspapers and magazines 392,992
Payment of principal and interest of loan bonds 202,197,000
Other Government expenditure abroad 42,680,661
Investments abroad 3,325,000

Y276,082,139

It is pointed out that there are several items both under the head of Influx and Efflux which are of an extraordinary or temporary character, such as the calling in of the loan funds, foreign investments, etc., in the former; and the payment of principal and interest upon loans, Japanese investments abroad, etc., in the latter. After eliminating the items of an extraordinary nature, the Department comes to the opinion that the normal balance-sheet would stand thus:—

Influx Y99,014,075
Efflux 79,565,139

Excess of receipts Y28,448,936
All this is very interesting, but it is also very speculative. For example, under "Influx of Specie" we have 14 1/2 million yen received by Japanese ships abroad, while, under the head of "Efflux" foreign ships are only represented as receiving for freight in Japan 8 of a million.

We are very much inclined to believe that as regards the former the estimate is far too high and that for the latter it is far too low. Again, we doubt very much if premiums from abroad received by Japanese insurance companies amount to over a million yen. The expenditure of foreign visitors seems also to be placed rather too high, and represents an increase of more than 100 per cent. on the estimates of four years ago. Again, under the head of "Efflux" we have the sum of close on eleven millions as the profit of foreigners from enterprises in Japan. Turning to the latter figure, we find that of this amount 3 1/2 million yen is given as net profit of foreigners from business in Japan, while 1 1/2 million is the net profit from foreign capital in Japan, put in by non-resident foreigners presumably 2 1/2 millions premiums paid to foreign life insurance companies, Y270,000 interest paid foreigners on money on fixed deposit in Japanese banks, and 2 1/2 millions money remitted home by foreigners. But how is it possible for the Finance Department to know how much money is remitted home by foreigners? Clearly this must be a guesswork. So far as the account is concerned, however, it is clear that the sum actually remitted is all that should be calculated in estimating the movement of specie. The "profit" made by foreigners, which in the above table would seem to include the total of all salaries, is shipped home in bulk to the countries where foreigners belong is a fundamental error, which seems to run through all Japanese calculations of the economic position of the foreigner in this country. It should be evident, on very brief consideration that the profit made by foreigners is in large measure spent in the country itself, and only a very small proportion is sent abroad. Thus so far from foreigners being a drain on the country, they form an actual asset, in that by their experience and knowledge they promote the movement in trade and commerce without which "profits" in the trade sense of the term would not exist. But the whole balance-sheet strikes us as being of a very fanciful and speculative character. For example, how can profit upon articles imported to be manufactured be calculated as so much influx of specie? Such estimates must be rather misleading than otherwise, and the chief value of such a table is to direct attention to the existence of unseen exports and imports.—*Japan Chronicle.*

THE FRENCH CONSUL'S SONS.

AN UNPLEASANT EPISODE ON A BEACH.

HEAVY DAMAGES FOR ALLEGED MALICE.

The following is taken from the *Shanghai Free Press* of 1st inst:—

An action in which a good deal of local interest is excited, was opened in the Supreme Court, yesterday afternoon, before the Acting C. J., Mr. Justice A. G. Law.

The plaintiffs are the youthful sons of the Comte de Bondy Riviro, the well-known French Consular representative here—Raphael and Harold de Bondy. The defendant is a Chinaman, Ho Yang Peng.

Mr. Nason for the plaintiffs and Mr. Everitt for defendant.

Both cases being similar were taken together.

HOW THE ACTION AROSE.

The action arises as a sequel to a landing of the two lads at Siglap, from a boat in which they were proceeding near the beach, and the removal of an iron chain, which caused Ho Yang Peng, who stated the chain was his, to have the boys arrested and taken to the police station. They were released by their friends, but re-arrested, and ultimately discharged. The claim on behalf of Raphael de Bondy was \$10,000 for assault, false imprisonment and malicious prosecution. And that on behalf of his brother was the same sum for false imprisonment and malicious prosecution but not assault.

The boys told the defendant that he could have the chain if it was his, but they did not know that it was. The defence set out reasonable cause for what was done.

Counsel proceeded that this was a case in tort, and no special damages were claimed, but this was a case for exemplary damages. There were all sorts of aggravating circumstances in this case. Defendant had acted as hardly as he could though the plaintiffs were mere boys.

THE RUSTY IRON CHAIN.

Raphael de Bondy went into the box and said that on the day in question he and his brother and tutor went to a rowing boat. The tide was very low and still running out and they had to pull the boat over the mud to get to the sand. They walked a little along the shore, and noticed a rusty iron chain embedded in the sand. They took the chain out of the sand and dragged it to their boat, which was run up on the shore. They had no reason to suppose the chain belonged to anybody. They had no intention of appropriating it and it was all done in play. On the Malay kebum coming up and asking them "what that chain was," they made no reply. The defendant, Ho Yang Peng (as they now know him), came up and called out and he went and asked him what he wanted. Defendant then began abusing him in Malay and said he was stealing his chain. He said he was a pig and thief in Malay. Witness replied that if the chain were defendant's he could take it back again. Defendant did not accept the offer but sent for four jags, as one for the police, the others to guard them. He (plaintiff) said "I want to go home" and one of the men put out his arm. Defendant said "Tangkap." And one of the jags pushed him back. He and his brother were kept on the shore with the tutor. Ho Yang Peng abused him in English and Malay and in Malay he said very indecent things. He also made indecent gestures to accompany the words. Witness told him he was the French Consul's son; and Yang Peng said in Malay, "I don't care whether you are the French Consul's son; you are a French thief." He showed Yang Peng the place from which they had taken the chain, and asked how he was to know the chain was Yang Peng's, but the latter repeated that they were stealing it. Soon after a constable arrived; neither he nor his brother were in the boat with the chain, Yang Peng said to the policeman, "Arrest these boys, they have stolen my chain." The policeman said that as it was a charge of theft they would have to obey Yang Peng's orders and go to Rochore. His tutor objected. Defendant sent for another policeman, and a Malay came. During this time they were detained on the shore.

RE-APPEARED TO THE POLICE STATION.

The second constable was carrying handcuffs in his hands. They were never used; the constable said they would use in case of resistance. They were taken to Siglap station in custody of two policemen; along the public road. He had no coat on, or shoes. His tutor had no shoes. They were all barefooted. When in the station he asked to be allowed to go home, as they had had no breakfast. Defendant drove up in a carriage and was followed by two men carrying the chain. Defendant wrote a report in English, which he translated to the Malay. Witness heard defendant order their removal to Rochore, and he left. As they went to Rochore a lot of people looked after them and followed them. They were then in the same state, without shoes or stockings or anything to eat. They were told they could not have a rikisha as they (plaintiffs) and no money. Witness met an acquaintance, a Corsican gentleman, whom they called to inquire from the policeman if they could wear their clothes. This was refused.

Witness succeeded in escaping before they got to Rochore. The others were released some time later. The following day they received a summons for theft. Witness was asked a few questions when he appeared in Court, but he was not sworn.

Counsel: Has anybody ever brought up this charge against you since?

Witness: Oh! Yes. A gentleman who told us before I had been arrested that we could pass through his compound, when we walked, came out with his stick and asked me what I meant by it. It was trespassing. I told him he had given us permission to pass and what had happened to make you change your mind. He said, "Since I have heard about you and Mr. Ho Yang Peng, about the chain."

Cross-examination was deferred and the case was adjourned to Tuesday.

To-day's Advertisements.

TROOPS GOING HOME.

THE CHAPLAIN to the FORCES would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops Going Home in the *Shikha*. A Postcard addressed to him at Headquarters Offices will ensure parcels being fetched, or they may be sent to Chaplain's Room, Fleischer St., any morning.

Hongkong, 6th November, 1907. [976]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th of November, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th of November, at 9.30 A.M.

All Claims must reach us before the 16th of November, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 5th November, 1907. [1]

A UNIQUE VOYAGE.
SAFE ARRIVAL OF STEAM DREDGER AT SHANGHAI.

The first of the steam dredgers for the two-million tael dredging contract in connexion with the Huangpu Conservancy work arrived here from Holland yesterday, reports the *N. C. D. News*, of 1st inst. Her name is the *Colonia*, she is owned by the East Asiatic Dredging Company, and was built by Grofmederij at Leiden this year. The dredger is fitted with buckets and suction apparatus, but at present she does not present a very workmanlike appearance, as her buckets have been removed, the bucket frame is shipped, hatches are battened down, the engine room is inaccessible, while her deck upperworks and sides are coated with rust. She is now lying up at the Kiangnan Arsenal jetty, and before she begins work she will go into Dock for a thorough overhaul. Far more interesting at present is the *Thames*, the powerful Rotterdam steam tug that has towed her out.

A trim little vessel she looked as she lay alongside the Kiangnan wharf. She has two unusually large funnels for a craft of her size, and is well equipped in every way. She is fitted throughout with electric light, has a powerful dynamo on board, and has a searchlight on her bridge, by means of which she can keep a watch on her tow at night. The crew sleep in the forecabin, and the captain has a cosy little cabin under the bridge, on the wall of which is the motto "An Gods rogen is alles gelegen." At the back of the bridge there is a second steering wheel, which enables the Captain to manoeuvre his vessel with greater ease when tying up, or approaching a wharf.

The *Thames* gross tonnage is 38, and she was built by Ryke & Co. of Rotterdam this year. Her engine, which develops 1,200 horse power, and gives her a speed of fourteen knots per hour, were constructed by Wilton's Engineering and Shipway Co. of Rotterdam. She has on board a crew of twelve, exclusive of the captain, engineer and mate. Captain Post, who is in command of her, has had 15 years' experience on tug, and one of his exploits was the towing of the large floating dock from the Tyne to Durban a few years ago. Captain Post is a Dutchman, an excellent English linguist, and a skipper who would delight W. W. Jacobs. He has a rough and hearty manner, but unbends after a little persuasion, and responds with a gruff laugh to any favourable comments on his vessel.

The *Thames* left Emden with the *Colonia* in tow on June 20 last. Two hands lived on the dredger throughout the voyage. A fourteen inch Manila rope, 150 fathoms long, was used for towing, and it lasted throughout the voyage. In case of accident two more tow ropes of fourteen and sixteen inches respectively were carried on board the tug. A light was reached in twenty-three days. After coaling there another ten days' took the tug and her tow to Port Said. Two days were occupied in passing through the canal, owing to the loss of a propeller blade, an accident which necessitated a stay of a week at Suez for repairs. Twelve days' steaming from Suez brought the *Thames* to Aden, it being necessary to lie to for three days off Socotra, owing to unfavourable weather. About a week was spent at Aden owing to the prevailing S.W. monsoon, and, as it was, hasty weather was experienced, during the twenty-nine days' run from Aden to Sabang. The journey from Sabang to Singapore was accomplished in six days, and thence the tug and dredger came direct to Shanghai 22 days, five of which were spent at anchor at Breakwater Island. The average speed for the first part of the voyage was six knots, but as the dredger's bottom became encrusted with barnacles the latter portion of the journey was accomplished at an average rate of five knots.

As soon as the *Thames* and the *Colonia* were moored to the Kiangnan wharf a crowd of stampers came alongside, and throughout the afternoon the women who were on board them were occupied in removing barnacles from the dredger's side; for, as a local explained, "they belong more better oysters."

Intimations

THE ROBINSON PIANO CO., LD.

OFFER THEIR ENTIRE STOCK OF HIGH-CLASS PIANOS AT 25% Discount For CASH.

To make room for New Season's Models.

IF YOU KNOW A GOOD "SCOTCH" WHEN YOU TASTE IT YOU WILL APPRECIATE THE MANY GOOD QUALITIES OF D. & J. McCALLUM'S "PERFECTION" WHISKY. IT'S ALL SCOTCH AND THE BEST OF ALL SCOTCH. WHAT MORE NEED BE SAID! YOUR WINE MERCHANT HAS IT OR WILL GET IT FOR YOU.

A GREAT REPUTATION IS ONLY WON BY GREAT ACHIEVEMENTS.

D. & J. McCALLUM'S

PERFECTION SCOTCH WHISKY

HAS A WORLDWIDE REPUTATION FOR EXCELLENCE OF QUALITY

FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS.

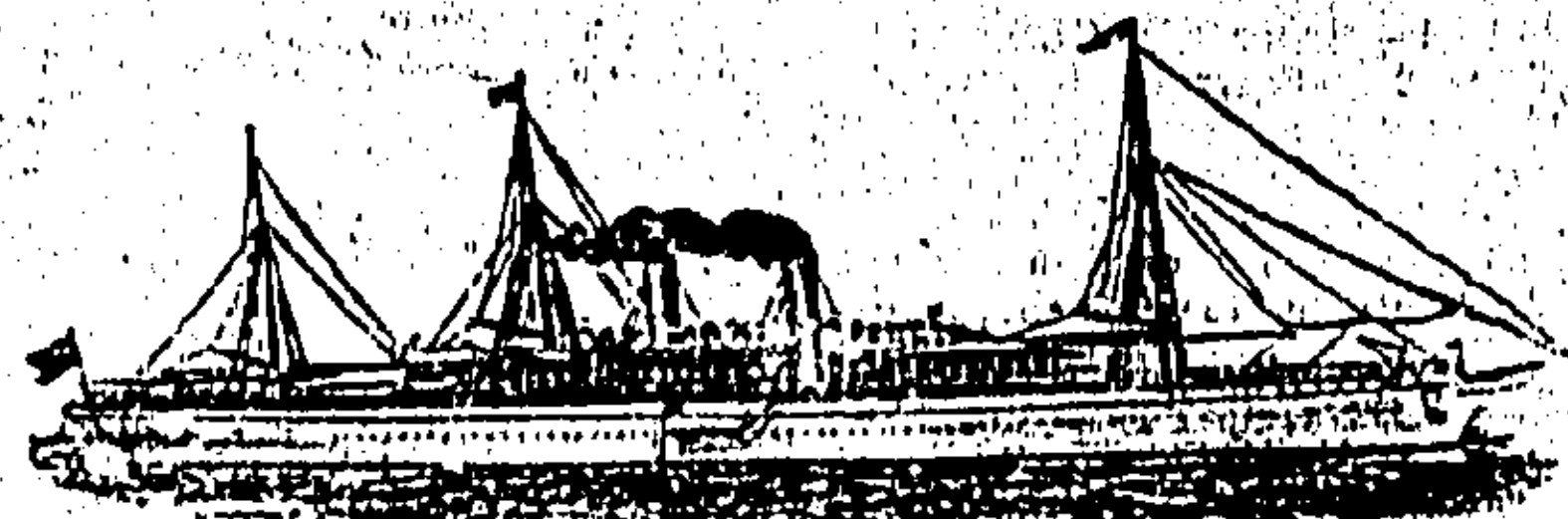
That is Why WHICH ONCE TRIED IS ALWAYS PREFERRED TO OTHER BRANDS

SIMPLY A CASE OF QUALITY & FLAVOUR.

SOLE AGENTS: H. PRICE & CO., LD., WINE MERCHANTS, 12, QUEEN'S ROAD CENTRAL.

HONGKONG, 10th OCTOBER, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Functionality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN".....6,000.....	THURSDAY, Nov. 11th.....	Dec. 9th	
"EMPERESS OF CHINA".....6,000.....	THURSDAY, Dec. 19th.....	Jan. 6th	
"EMPERESS OF INDIA".....6,000.....	THURSDAY, Jan. 16th.....	Feb. 3rd	

"EMPERESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 30 days from HONGKONG.

Steamers to London, via St. Lawrence River Lines or New York 47/10. Hongkong to London, via St. Lawrence River Lines or New York 47/10.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 24th October, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	"NANSANG"	FRIDAY, 8th Nov., Noon.
SAIDAN, MAUSANG	"MAUSANG"	FRIDAY, 8th Nov., 4 P.M.
SHANGHAI	"MAUSANG"	FRIDAY, 8th Nov., 4 P.M.
MANILA	"MAUSANG"	FRIDAY, 8th Nov., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"MAUSANG"	TUESDAY, 12th Nov., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cholon, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudu, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 5th November, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG DIRECT	"KWANGSE"	7th Nov., 4 P.M.
SWATOW & SHANGHAI	"KUEIANG"	7th Nov., 4 P.M.
HONGKONG & HAIPHONG	"HIEH"	8th Nov., daylight.
SWATOW & SHANGHAI	"KANAU"	8th Nov., 4 P.M.
TIENSIN	"KUEIOW"	9th Nov., 4 P.M.
SWATOW & SHANGHAI	"KALONG"	9th Nov., 4 P.M.
CEBU & ILOILO	"KALONG"	10th Nov., 4 P.M.
SWATOW & SHANGHAI	"SHAOHSING"	16th Nov., 4 P.M.
SWATOW & SHANGHAI	"YOHOW"	20th Nov., 4 P.M.
SWATOW & SHANGHAI	"TSINAN"	25th Nov., 4 P.M.
MANILA, ZAMBOANGA & COLONIES	"CHANGSEA"	4th Dec., 4 P.M.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 6th November, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
RUBI.....	2540	Almond.....	MANILA VIA AMOY	FRIDAY, 8th Nov., 1907.
ZAFIRO.....	2540	Fraser.....	MANILA DIRECT	SATURDAY, 16th Nov., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 5th November, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To sail
"BOAN MONARCH"	On the 8th November, 1907.

For Freight and further information, apply to

SHEWAN TOMES & CO.,

General Agents.

Hongkong, 5th November, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159,000 ton Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on Board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

SCANDIA.....2nd Dec.

Hongkong, 2nd November, 1907.

Homeward.

SILESIA.....11th Dec.

SCANDIA.....9th Jan., 1908.

COMPAGNIE DES MESSEGERIES
MARITIMES.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"POLYNESIE"

Captain Broc, will be despatched for the above Ports, on or about 11th November.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 4th November, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
"Shawmut"	9,500	E. V. Roberts	15th Nov.
"Tremont"	9,500	T. W. Garlick	10th Dec.
"Sverdrup"	6,232	Shotton	4th Jan.
"Kamerick"	6,232	Cowley	28th Jan.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second-class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 1st November, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Tons	To sail
KATHERINE PARK.....	5,000	About End of Nov.
KASATO MARU.....	6,100	Sometimes in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,

Manager,

Hongkong, 12th October, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. E. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Five New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "Himalaya."

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 hours.

Goods not cleared by the 6th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 31st October, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 hours.

Goods not cleared by the 6th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 31st October, 1907.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NANSANG"

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 6th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LD.,

General Managers.

Hongkong, 4th November, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after this Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 5th November, 1907.

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW-YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI"

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 11th November, at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within 10 days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-DAY.

JARDINE, MATHESON & Co., LD.,

Agents.

Hongkong, 5th November, 1907.

"MARYLAND"—"ST. LOUIS"

BOAT RACE.

"MARYLAND" VICTORY.

The unbeaten racing crew of the armoured cruiser "Maryland" gallantly defended its title to the Championship of Uncle Sam's great navy yesterday in a match race with the crew of the "St. Louis." The course was an accurately measured one of three miles, extending from a point off the Union Iron Works to the finishing line, marked by two stake boats in the centre of the fleet. The winning crew covered the distance in 24 minutes and 10 seconds, beating its rival by 1 minute and 15 seconds. The "St. Louis" crew was allowed a handicap of 10 seconds, which proved of no advantage, as the "Marylanders" were never extended throughout the race.

The winning crew was made up of the following: Olson, Steinhart, Gibson, McDade, Scheel, Miller, Shuler, Gaucher, Campbell, Glynn, Kasei and Smith; Coxswain, Scully.

The men in the winning boat started with a stroke of 7 to the minute, and never varied from this from start to finish. "St. Louis" was a burst at the start and hit up a stroke of 32 to the minute. After a time it dropped to 29, which was the stroke the crew was using at the finish. All of the men showed their hardy condition, as there was no distress apparent among them after they had crossed the finish line.

The crew of the "Maryland" was sanguine of the success of its representatives, and in addition to the mighty cheers which went up when it was seen that victory was assured, the men hoisted brooms and life buoys to the masthead and gave other evidences of their elation.

The purse for which the men raced was \$2,000. The "Maryland's" share was subscribed by the members of the crew of the winning boat, so their shipmates had no opportunity to back them, although they were eager to do so. It is estimated that an additional \$20,000 would have been wagered had the men of the "St. Louis" the confidence in their representatives possessed by the men of the "Maryland." The prize money was collected during the afternoon and divided among the men. As recompense for the glory they had won on their ship they were granted 48 hours' shore leave to see the sights of the city.

Ensign Pott of Admiral Swinhurn's staff was referee and official timer. Ensign Farley represented the "Maryland" at the starting point, Ensign Hayes performing a like

Shipping.

Arrivals.

Roon, Ger. s.s., 5,334, G. Meiners, 5th Nov.
—Yokohama 26th Oct., Mails and Gen.—
M. & Co.
Jacob Diederichsen, Ger. s.s., 633, A. Ulderup,
5th Nov.—Pakhoi and Hoihow 4th Nov.,
Gen.—J. & Co.
Kailong, Br. s.s., 1,777, E. Fialysen, 5th Nov.
—Hoihow and Cebu 1st Nov., Sugar and
H.M.P.—B. & S.
Bandai Maru, Jap. s.s., 1,000, S. Morio, 5th
Nov.—Java 1st Oct., Sugar.—M. & Co.
Yikang, Br. s.s., 1,236, W. S. Thomas, 5th
Nov.—Wuhu 1st Nov., Rice.—J. M. & Co.
Wongkoi, Br. s.s., 1,777, M. Engelhart, 5th
Nov.—Bangkok 26th Oct., Rice, Wood,
Salt and Leather.—B. & S.
Borneo, Br. s.s., 2,044, G. W. Gordon, 6th
Nov.—Yokohama 22nd Oct., Gen.—P. &
O. S. N. Co.
Prinz Waldemar, Ger. s.s., 1,737, W. van
Senden, 6th Nov.—Yokohama 27th Oct.,
Gen.—M. & Co.
Borneo, Ger. s.s., 1,344, F. Semblin, 6th Nov.
—Sandakan 31st Oct., Gen.—M. & Co.
Hainan, Br. s.s., 636, A. J. Robson, 6th Nov.
—Foonchow 1st Nov., Amoy 4th, and
Swatow 5th, Gen.—D. L. & Co.
Choyang, Br. s.s., 1,424, T. Meyrick, 6th Nov.
—Shanghai 1st Nov. and Swatow 5th,
Gen.—J. M. & Co.
Kluang, Br. s.s., 1,223, H. A. Wavell, 6th
Nov.—Canton 5th Nov., Gen.—B. & S.
Devawongse, Ger. s.s., 1,057, T. V. Bruhn,
6th Nov.—Bangkok and Swatow 5th Nov.,
Rice and Gen.—M. & Co.
Dajin Maru, Jap. s.s., 1,602, I. Sakurai, 6th
Nov.—Tatsumi via Amoy and Swatow 5th
Nov., Gen.—O. S. N. Co.

Clearances at the Harbour.

Yikang, for Canton.
Roon, for Singapore.
Kwongkai, for Shanghai.
Bandai Maru, for Yokohama.
Choyang, for Canton.
Hainan, for Hoihow.
Jacob Diederichsen, for Hoihow.
Monteale, for Shanghai.
Taming, for Manila.
Lightning, for Singapore.
Borneo, for Singapore.
Moritake, for Murara.

Departures.

Nov. 5.
Halyang, Chinese cruiser, for Manila.
Baichi, Chinese cruiser, for Manila.
Arcona, Ger. cruiser, for Miss Bay.
Leipzig, Ger. cruiser, for Shanghai.
Wilmington, Am. gunboat, for Manila.
Drufar, for Swatow.

Nov. 6.

Roon, for Europe.
Princess Alice, for Shanghai, &c.
Monteale, for Vancouver.
Ellen Rickman, for Hoihow.
Indranti, for Manila.
Sooka Maru, for Swatow.
Bandai, for Nagasaki.
Seichuen, for Canton.
Brutz, Fr. cruiser, Saigon.
Taming, for Manila.
Cheongking, for Tientsin.
Lightning, for Calcutta.
Kwongkai, for Shanghai.

Passengers arrived.

Per Roon, from Sandakan—Mr. Lawrence.
Per Hainan, from Coast Ports—Messrs.
Aker, E. Point, and 15 Chinese.
Per Borneo, from Yokohama for London—
Misses H. Todd (2), From Shanghai for
Hongkong—Mr. P. R. Davidson, For Mar-
sailles—Mr. E. King, For London—Mr. and
Mrs. Leake, 4 children, infant and amah, Mr.
A. Spies, and Miss Croker.

Per Roon, for Hongkong from Yokohama—
Messrs. Kuhn, D. M. Bilva, Bjillande,
Wong and Ah Show. From Nagasaki—Mr.
Willy Samuel, M. and Mrs. Grossmann, and
Miss Koch. From Shanghai—Mrs. M. Law-
rence, Messrs. H. Koch, Radbruch, Mr. and
Mrs. Johnston, Mr. E. D. V. Walree, Dr. Albert,
Mr. Mendel, Mr. and Mrs. W. D. Graham, Miss
E. Trudinger, Mr. L. Bayo, and Miss Elvira
Day.

Per Princess Alice, for Hongkong from Bremen—
Dr. W. Gabel, Messrs. Carl Müller, F. W.
Heintzel, Miss Toni Baur, Messrs. H. Kauf-
holz, J. Joannsen, H. Schanberg and J. Fick,
From Genoa—Mr. C. Struckmann, Miss P.
Grevel, Mr. v. d. Herde, Consul v. Varchiesi,
Mr. and Mrs. J. Hener, Major and Mrs. Hatch,
Mr. E. G. Kistner, Mr. R. Kisch, Mr. and
Mrs. G. Kineyer, John Walchli, Mr. and
Mrs. Lehmann, Mrs. J. Ziegler, Misses L.
Lohs, L. Morgenroth, Dr. Hermann, Misses
Clara Gries, J. Kaster, Mrs. Blieffmich,
Miss Wollemann and party, Miss B. New-
combe, Messrs. E. D. V. Walree and H. Heiser.
From Southampton—Mr. and Mrs. Hickling
Mr. and Mrs. C. Day, Mr. W. Brown, Mr. and
Mrs. Underwood, Messrs. H. Harrow, P. Plage,
Mellor, D. McLaren, J. Scottie Ross and
family. From Colombo—Mr. F. M. Muttaki.
From Penang—Messrs. Ho Pak Leng, Lam
Hoi Yui and Lam Leung Lonn. From Singa-
pore—Messrs. R. Lloyd and servant, Carlos
Fernandez, Mrs. Jones, Messrs. King Sam,
Loh Yui, Chow Fong, Lye Min, Schaeffer,
Heng Seng Lo, K. Tak yam, Chong, Ng, Mrs.
You Ah, de la Senna. From Gibraltar—
Mr. C. de la Senna. From Naples—Mr. J.
Bremer.

Per Kailong, from Cebu—Mr. Pemberton.
Per Devawongse, from Bangkok, &c.—
Messrs. Lister and Graham.

Passengers departed.

Per Monteale, for San Francisco, &c.—
Messrs. E. C. McKee, Mr. and Mrs. Chamber-
lain, Messrs. Doolittle, W. T. Dupert, S. L.
Coram, H. J. Toplis, Chang Yu Hang, Miss
Ferguson, Mrs. Berliner, Mr. Sam Kin, Mrs.
Barth, Messrs. P. D. Colbert, S. E. Contelyou,
Dr. Cole, Messrs. E. E. McVicar, P. Blood-
horn, Mrs. Berry, and Capt. Ramsey.

Shipping Reports.

Sir. Hainan, from Coast Ports—Fresh N.E.
wind and dull, cloudy weather.
Sir. Yikang, from Wuhu—Moderate, mon-
soon and fine clear weather.

Sir. Wongkoi, from Bangkok—Had to
Padang and back from Padang N.E. mon-
soon.
Sir. Kailong, from Cebu—Fine weather
with light N.E. winds half way across the
China sea, thence fresh to strong monsoon until
arrival.

Sir. Roon, from Yokohama—Fine clear
weather except the day after clearing Foonchow.

VESSELS IN PORT.

America Maru, Jap. s.s., 3,460, Philip H. Golog,
30th Oct.—San Francisco 2nd Oct. and
Shanghai 27th, Mails and Gen.—T. K. K.
Amigo, Ger. s.s., 812, N. J. Baltzer, 31st Nov.
—Haiphong 21st Oct. and Hoihow 30th
Gen.—J. & Co.
Anghio, Ger. s.s., 1,901, Chr. Kumpel, 1st
Nov.—Swatow 31st Oct., Rice and Wood.
—B. & S.
Derwent, Br. s.s., 1,562, J. Jenkins, 20th Oct.
—Saigon 24th Oct., Rice and Gen.—Man
Fat & Co.

Empress of Japan, Br. s.s., 3,039, Henry
Pybus, R.M.S., 20th Oct.—Vancouver 1st
Oct. and Shanghai 18th, Mails and Gen.—
C. P. R. Co.
Hue, Fr. s.s., 705, J. Pannier, 4th Nov.—
Haiphong 31st Oct., Pakhoi 1st Nov.,
Hoihow 2nd, and Kwongchow 3rd,
Gen.—A. K. M.

Ischia, Ital. s.s., 4,182, D. Francesco, 4th Nov.—
Bombay 17th Oct. and Singapore 30th,
Gen.—C. & Co.
Kashima Maru, Jap. s.s., 1,746, M. Ntsu, 2nd
Nov.—Molli 27th Oct., Coal—Fukusei &
Co.

Loongang, Br. s.s., 1,062, S. J. Payne, 4th
Nov.—Manila 1st Nov., Gen.—J. M. & Co.
Macduff, Br. s.s., 1,881, J. B. Muir, 4th Nov.—
Molli 29th Oct., Coal—D. & Co., Ltd.

Mausang, Br. s.s., 1,044, R. Houghton, 29th
Oct.—Sandakan 24th Oct., Timber and
Gen.—J. M. & Co.
Mercedes, Br. s.s., 3,700, J. S. McGregor, 21st
Nov.—Weihaiwei 10th Sept., Ballast—
Admiralty.

Nam Sang, Br. s.s., 2,591, F. Wheeler, 4th
Nov.—Calcutta via Penang and Singapore
29th Oct., Gen.—J. M. & Co.
Rubin, Br. s.s., 1,611, R. W. Almond, 5th Nov.—
Manila 2nd Nov., Gen. and Hemp.—S.
T. & Co.

Sixta, Ger. s.s., 993, J. Desler, 29th Oct.—
Saigon 29th Oct., Rice.—S. & Co.
Shantung, Br. s.s., 1,835, Robinson, 1st Nov.—
Cherbon, (Proboling) 20th Oct., Sugar.
—B. & S.

Shinano Maru, Jap. s.s., 3,050, K. Kawara, 3rd
Nov.—Shanghai 31st Oct., Flour, Cotton-
Yarn and Gen.—Y. K.
Shinshu Maru, Jap. s.s., 4,050, K. Nagata, 2nd
Nov.—Molli 27th Oct., Coal—Fukusei &
Co.

Siberia, Am. s.s., 5,665, A. Zeeder, 3rd Nov.—
San Francisco 9th Oct. and Shanghai 1st
Nov., Mails and Gen.—P. M. S. S. Co.
Suisang, Br. s.s., 1,785, W. D. Welsh, 3rd
Nov.—Hoagay 2nd Nov., Coal and Bri-
quettes.—J. M. & Co.

Telemachus, Br. s.s., 1,379, J. Williamson, 4th
Nov.—Saigon 30th Oct., Rice and Gen.—
Wo Fat Seng.
Teucer, Br. s.s., 5,835, I. Bonwire, 2nd Nov.—
Nagasaki 18th Oct., Gen.—B. & S.

Tijpanas, Dut. s.s., 2,477, A. Pender, 2nd
Nov.—Macassar 22nd Oct., Gen.—J. C. J.
L.

SAILING VESSELS.

Eclipse, 4-masted bark, 2,988, L. D. Vance,
20th Sept.—Canton 19th Sept., Ballast—
S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
hawm	Manila	D. & Co., Ltd.	Nov. 7
Glenoglan	Singapore	V. G. & Co.	Nov. 9
Laisang	Singapore	J. M. & Co.	Nov. 10
Polynesian	Singapore	M. M. & Co.	Nov. 11
Inaba Maru	Kobe	Y. M. K.	Nov. 11
Sachsen	Colombo	M. & Co.	Nov. 12
China	Japan	P. M. Co.	Nov. 13
Emp. of China	Vancouver	C. P. R.	Nov. 17

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.
Neil McLeod, at Kowloon Dock
Amigo
Fatshah
Lekin
Shinano Maru
Derwent

The Ships Passed Canal.

8th October—Sileta, (Ger.) Habiburg, 10th
October—Calchas, Glenoglan, Ophadi, Syria,
Saxonia, Lories, Tourane, 18th October—
Benayon, Polynesian, Cardiganhire, Kawachi
Maru, Prince Heinrich, Pelus, Sileta (Ger.),
Wakasa Maru, 22nd October—Felix, Sachsen,
22nd October—Austria, Bengel, Ceylon Maru,
Glenavon, Erol, 25th October—Telmatuch,
Satuma, Cydops, Memnon, Kasema, 26th
October—Australia, 29th October—Nyassa,
Dorinda, Monmouthshire, Dunearn, 1st
November—Montgomeryshire, P. R. Lullibell,
Saxia Maru, Tourane, 1st November—So-
cata, Habata Maru, 5th November—Bona-
bay Maru, Nanur, Rhenania, Sambla, Scan-
dia, Petkavur, Nippon, Tranquibar.
Arrivals at Home—8th October—Kintuck,
15th October—Sunda, 18th October—Prins
Eitel Friedrich, Altman, Wraycastle, 22nd
October—Ambria, Habiburg, Yunnan, 25th
October—Calchas, Kawachi Maru, Saxonia,
26th October—Verona, 28th October—Ceylon,
29th October—Semitanon, Australia, 1st
November—Prins Heinrich, 5th November
—Cathay, Prins.

Post Office.

Saturday next, the 9th instant, having been
declared a public holiday, the post office will
be open from 8 a.m. until the despatch of the
United States Mail at 11 a.m. There will be one
delivery and a collection from the Pillar Boxes
as on Sunday. The Money Order Office will
be entirely closed.

A bunch of keys was found left on the
counter of the General Post Office on the 5th
instant.

A Mail will close for:

Chinking—Per Kwongkai, 7th Nov., 11 a.m.
Macao—Per Sui Tai, 7th Nov., 1.15 p.m.
Swatow and Shanghai—Per Kinkiang, 7th
Nov., 3 p.m.
Manila, Simpsonhafen, Fr. Wilhelmshafen,
Samara, Brisbane, Sydney, Hobart, Launce-
ston, New Zealand, Melbourne, Adelaide an-
Per—Per Prinz Wilhelm, 7th Nov., 4 p.m.

HAIPHONG—Per Amigo, 7th Nov., 5 p.m.

Kailow and Haiphong—Per CHAM, 7th

Nov., 5 p.m.

Swatow, Amoy and Foonchow—Per Hainan,

8th Nov., 8 a.m.

Shanghai, Yokohama, Kobe and Moji—Per

Namang, 8th Nov., 11 a.m.

Macao—Per Sui Tai, 8th Nov., 1.15 p.m.

Manila—Per Loongang, 8th Nov., 3 p.m.

Sandakan—Per Mausang, 8th Nov., 3 p.m.

Shanghai—Per Choyang, 8th Nov., 3 p.m.

Tientsin—Per Kwitchoo, 8th Nov., 3 p.m.

Amoy and Manila—Per Ruhl, 8th Nov.,

3 p.m.

Swatow and Shanghai—Per Kamsu, 8th Nov.,

3 p.m.

Mauritius—Per Seta, 8th Nov., 5 p.m.

Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco—Per America

Maru, 9th Nov., 11 a.m.

Samarang and Sourabaya—Per Tijpanas,

9th Nov., 11 a.m.

Macao—Per Sui Tai, 9th Nov., 1.15 p.m.

Swatow and Shanghai—Per Tientsin, 9th

Nov., 3 p.m.

Cebu and Hoihow—Per Kailong, 9th Nov.,

3 p.m.

Swatow and Shanghai—Per Satchen, 10th

Nov., 9 a.m.

Singapore, Penang and Bombay—Per Ichiu,

11th Nov., 11.15 a.m.

Shanghai, Moji, Kobe and Yokohama—Per

Tijpanas, 11th Nov., 3 p.m.

Europe, &c., India, via Taicorin—Per

Ernst Simons, 12th Nov., 11 a.m.

Singapore, Penang and Calcutta—Per Fook-

sang, 12th Nov., 1 p.m.

Shanghai, Moji, Kobe, Yokohama, Victoria,

B.C. and Seattle, Wash.—Per Shinano Maru,

12th Nov., 3 p.m.

Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco—Per Siberia,

16th Nov., 10 a.m.

Swatow and Shanghai—Per Shaohsing, 16th

Nov., 3 p.m.

Swatow and Shanghai—Per Yochow, 20th

Nov., 3 p.m.

Shanghai, Nagasaki, Kobe, Yokohama,

Victoria and Vancouver, B.C.—Per Empress of

Japan, 21st Nov., 3 p.m.

Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco—Per China, 23rd

Nov., 11 a.m.

Kobe—Per Tiansu, 25th Nov., 3 p.m.

Timor, Port Darwin, Thursday Island,

Cooktown, Cairns, Townsville, Brisbane,

Sydney, Hobart, Launceston, New Zealand,

Melbourne, Adelaide, Perth and Fremantle—

Per Eastern, 31st Nov., 11 a.m.

Manila, Zamboanga, Port Darwin, Thursday

Island, Cooktown, Cairns, Townsville, Bris-

bane, Sydney, Hobart, Launceston, New

Zealand, Melbourne, Adelaide and Perth—Per

Changsha, 4th Dec., 1 p.m.

CHRISTMAS AND NEW YEAR PARCEL

MAILS, HOMEWARD.

Parcels for the United Kingdom—via

GIBRALTAR—posted up to 5 p.m. on Friday,

the 15th November, are due in London on the

21st December.

With an additional fee of 50 cents, parcels

may be forwarded via BRINDISI and if posted

before 5 p.m. on the 15th November, would

accompany the latter mail, due in London on

the 16th December.

Parcels intended for New Year's delivery

should also be forwarded by the mail of the 15th

November, as the next parcel-mail of 20th

November is not due in London till the 4th

January, 1908, unless they are posted to be for-

warded "overland" via BRINDISI, in which case

an additional fee of 60 cents must be paid, such

parcels are due in London about the 30th

December.

The rates of postage on ordinary parcels are

as follows:

For a parcel not exceeding 3 lbs. in weight 60 cts.

" " " 7 lbs. " \$1.20

" " " 11 lbs. " \$1.80

Under no circumstances will parcel weigh-

ing over 11 lbs. be forwarded.

All parcels containing jewellery or any

article of gold or silver must be insured, all

insured parcels must be sealed. The seals

must bear the impression of a device or private

mark. Coins must not be used for sealing

purposes.

International Reply Coupons may be ex-

changed with the following countries:—

Gibraltar, Kanato (Japanese Saghalien),

Manchuria, (Japanese Port Office), Norway,

and the Norwegian Post Offices in Spitzbergen.

VISITORS AT THE HOTELS.

HONGKONG.

McIntosh, G. C.,

McKenzie, G. A.

Menteth, Capt. and

Mrs. H. G.

Minolta, C. F. and

servant

Mugrove, W. E.

Newborn, R. H.

Orin, Mr. and Mrs. and

a children

Phillips, A. C.

Porter, F.

Porter, Miss A.

Powers, W. A.

Presham, C. M.

Pugh, A. J.

Raikes, E.

Ray, E. H.

Sandes, Miss F. E.

Schneider, C. A.

Schneider, J. J.

Smith, Mr. and Mrs. D.

Spittles, J.

Stafford, T. C.

Stebbing, W. S.

Stevens, Rev. A.

Stevenson, Mr. & Mrs.

H. W.

Tawing, Mr. and Mrs.

C. J.

Topless, H. J.

Tricker, C. H.

Tullidge, G. W.

Wahl, Mr. and Mrs. K.

R.

Walton, T.

White, Mr. and Mrs.

H. G.

Whitby, N. J.

Williams, Capt. & Mrs.

C. I.

Williams, J. T. L.

Wishart, J. B.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Mails.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{ £1.15 for 1 year ending 30.6.07 @ ex 2/2 3/16 = \$16.04	3 1/2 %	{ \$660 \$655 new issue London £75
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$300,000	\$71,253	\$2 (London 3/6) for 1905	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$420,000	none	\$20 for 1906	8 %	\$250
North China Insurance Company, Limited	10,000	£15	£5	{ £15,000 Tls. 100,000 Tls. 18,942	Tls. 204,404	{ Final of 7/6 per share making in all 15/- for 1906 = Tls. 2.65	6 %	Tls. 7 1/2 buyers
Canton Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$450,000 £125,127.15/- \$817,628	11,460,410	{ Final of \$12 making \$42 for 1905 and interim of 3/30 for 1906	5 1/2 %	\$780
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$320,449 \$1,871	\$394,520	\$12 for year ending 31.12.05	7 1/2 %	\$165
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$320,449 \$1,871	\$362,980	\$6 and bonus \$2 for 1905	9 1/2 %	\$87 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$420,000	\$435,236	\$40 for 1905	13 %	\$310
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,638	\$565	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$36,988	Nil	\$4 for year ending 30.6.1907	10 1/2 %	\$371
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$15,000 \$36,988	\$27,101	\$1 for 1st half-year ending 30.6.07	6 1/2 %	\$30
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £60,000 £270,000	£3,694	\$1 for 1906 @ ex 2/2 = \$1.14 per share	3 1/2 %	{ \$41 sellers \$39 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 54,372 £400,000	Tls. 13,327	Interim of Tls. 12 for account 1907	12 %	{ Tls. 45 sellers Tls. 50 sales 43/- sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,871	172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 %	\$21 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 Tls. 98,000	\$137	{ \$1.00 for year ending 30.4.1907 \$0.50	{ 4 1/2 % 4 1/2 %	{ \$21 buyers \$10 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 419,479 Tls. 62,000 Tls. 81,200 Tls. 30,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000	19,218	\$8 for year ending 31.12.06	7 1/2 %	\$101
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	none	\$1 for 1907	...	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 85 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £110,000 £26,011	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 14 1/2
Paub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £150,000 £4,873	£11,358	No. 110 of 1/- = 48 cents	...	\$9 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$164,124	\$10,335	\$1.75 for year ending 31.12.06	11 %	\$16
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$1,000,000 \$23,152 \$30,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$61
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 \$50,000	\$492,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 54,872 Tls. 100,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 74
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 54,872 Tls. 100,000	Tls. 23,217	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 202 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 3,388	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 102 1/2
Anchor Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$250,000 \$10,000	\$10,008	\$2 1/2 for year ending 30.6.07	10 %	\$22 sellers
Central Stores, Limited	50,125	\$15	\$15	{ \$751,875 \$1,000	\$9,178	\$1.80 for 1906	13 %	\$17
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$10,925	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$1,000,000 \$250,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$101
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$208,386	\$11,567	80 cents for 1906	7 1/2 %	\$101
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ none	\$2,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 865,493 Tls. 370,000	Tls. 61,978	Interim of Tls. 5 for account 1907	7 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewe Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	Tls. 64,986	Tls. 10 for year ended 31.10.1906	18 %	Tls. 55 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	{ \$50,000 \$80,000	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$104
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 36,211	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 53
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90
Soy Chee Cotton Spinning Company, Limited	5,000	Tls. 100	Tls. 100	{ Tls. 26,257	Tls. 50,665	Tls. 50 for 1906	17 1/2 %	Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	1,000	£12 1/2	£12 1/2	{ £1,200 £1,200	£638	1 1/2 per share for 1906	9 %	161
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$12,000 \$1,000	\$1,000	\$3 for 1905	...	\$20 sellers
China Borneo Company, Limited	10,000	\$12	\$12	{ \$120,000 \$1,000	Nil	\$1 for 1904	...	\$10 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 50 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$100,000 \$1,000	\$125,000	60 cents for year ended 18.2.06	...	16 buyers
China Provision Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$1,000	\$855	80 cents for 1906	8 1/2 %	\$91
Dairy Farm Company, Limited	25,000	\$10	\$10	{ \$250,000 \$1,000	\$2,974	\$1.30 for year ending 31.7.07	8 %	\$164
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$11,000	\$10,804	Interim of 50 cents per share for a/c 1907	8 1/2 %	\$104 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 \$186,000	\$15,002	\$2 1/2 for year ending 28.2.07	12 1/2 %	\$101
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,955	\$1 per share for year ending 28.2.07	6 1/2 %	\$101
Hongkong Ice Company, Limited	5,000	\$15	\$15	{ \$75,000 \$105,000	\$4,361	Interim of \$4 for 1 year ending June 30th 07	9 1/2 %	\$101 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 \$25,000	\$2,212	Interim of 80 cents per share for a/c 1907	8 %	\$101
Mattechappi Pot Mfg. Co., Ltd. (Lancaster)	25,000	Gs. 100	Gs. 100	{ Tls. 57,500 Tls. 27,003	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 1/2 %	Tls. 315 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none	\$2,055	\$1 per share for period from 19th Oct. to 30th Apr. 07	8 1/2 %	\$10 buyers
Philippine Company, Limited	97,500	\$10	\$10	{ none	Dr. P. 34,324	None	...	\$8 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 67,323	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 sales
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 45,000	Tls. 9,751	Tls. 4 for 1905	...	Tls. 361 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 Tls. 24,820	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 66 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 20,000 Tls. 50,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 1/2 %	Tls. 108 sales
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ £190,000 Tls. 15,295	Tls. 85,592	Interim of 15/- for account 1907 (old)	...	Tls. 315 buyers
South China Moring Post, Limited	6,000	\$15	\$15	{ none	Dr. \$47,934	Interim of 11 1/3 for account 1907 (new)	...	\$32
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	478	None	...	\$51
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 301	40 cents for year ending 31.5.07	6 1/2 %	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none	\$349	First year	...	\$12
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$35,000 \$35,000	\$1,360	Tls. 6 for year ending 30.4.07	...	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$25,000	\$5,482	80 cents on 9,000 ord. shares and \$19.83 on 100 Founders shares for year ending 31.5.07	8 %	\$11
William Powell, Limited	15,000	\$10	\$10	{ none	141	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11 buyers
						Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	

* These shares are entitled to half of the profits.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA."

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th November, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. China, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, All Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Mar-mora, due in London on 23rd December, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 2nd November, 1907.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

will be despatched for Marseilles on TUESDAY, the 12th November, at 1 P.M.

This steamer connects at Colombo with one of the Company's Australian steamers bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. TONKIN 26th Nov.

S.S. POLYNESIE 10th Dec.

S.S. TOURANE 24th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th October, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

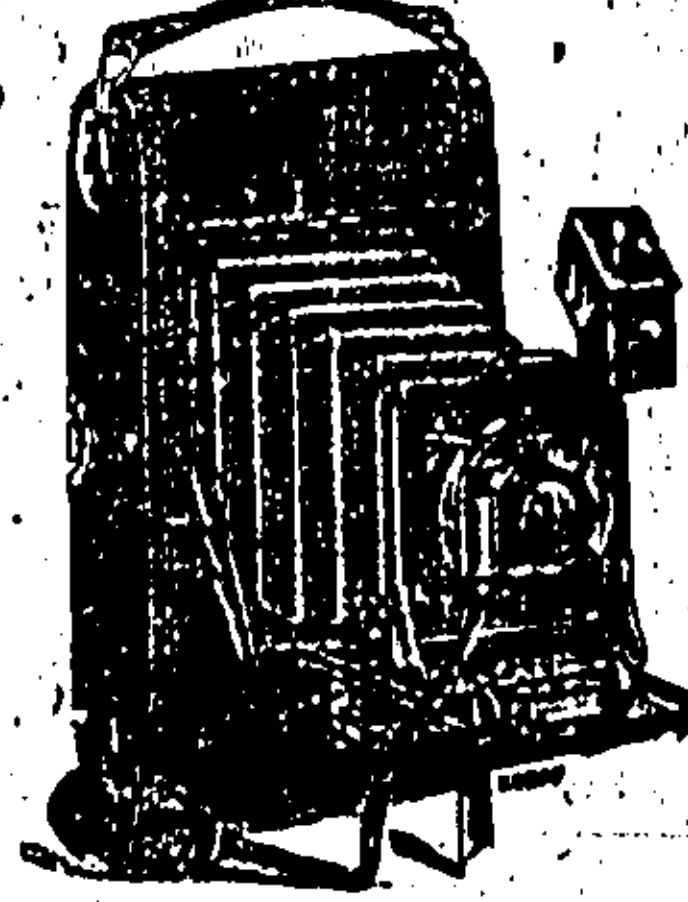
GENERAL HOUSEHOLD

REQUISITES.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

The Whisky of Great Age

DEWAR'S

IMPERIAL

John Dewar & Sons Ltd.

Sole Agents. BUMANN & BERBLINGER.

15, 16 & 17, Connaught Road Central.